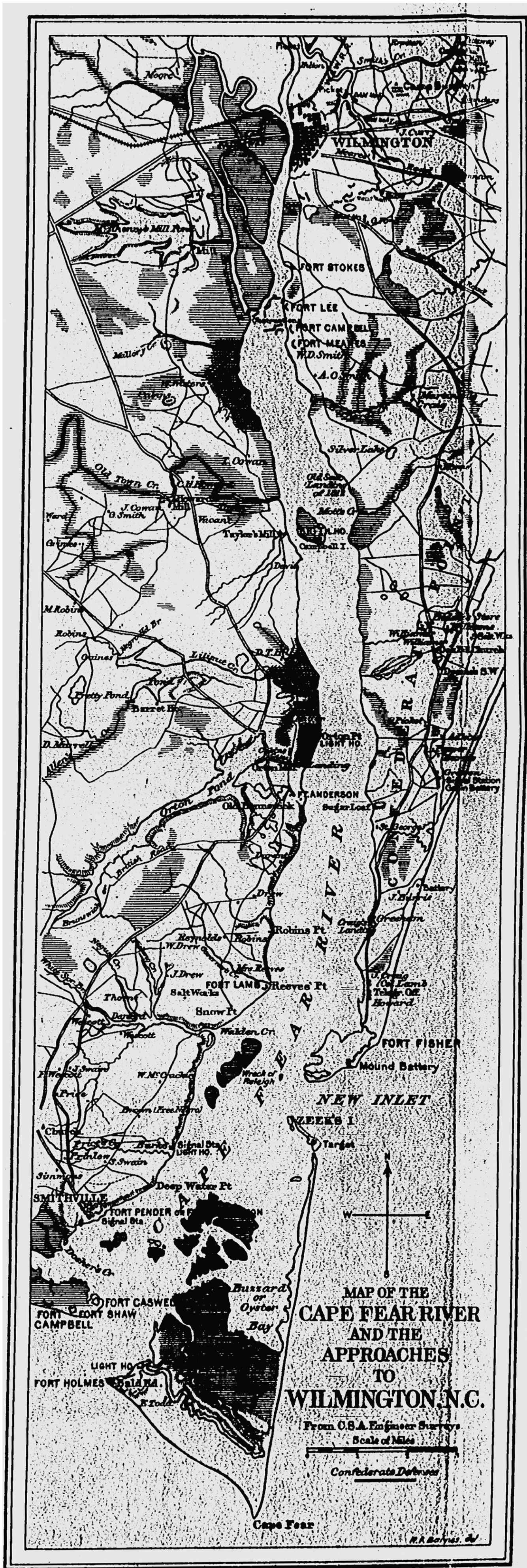
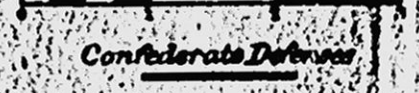

SOUTH ATLANTIC BLOCKADING SQUADRON.

FROM OCTOBER 29, 1861, TO MAY 13, 1862.



MAP OF THE
CAPE FEAR RIVER
 AND THE
 APPROACHES
 TO
WILMINGTON, N.C.

From U.S.A. Engineer Surveys
 Scale of Miles



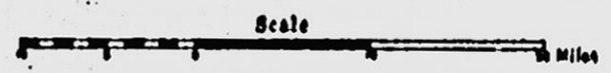
Confederate Defenses

Cape Fear

H.A. Bailey, Jr.



COAST OF
SOUTH CAROLINA
 FROM
 LITTLE RIVER
 TO
 ST. HELENA SOUND



SOUTH ATLANTIC BLOCKADING SQUADRON.

FROM OCTOBER 29,* 1861, TO MAY 13, 1862.

Letter from the Secretary of the Navy to Major Barnard, U. S. Army, requesting his presence in conference regarding efficiency of the blockading squadrons.

NAVY DEPARTMENT, June 26, [1861].

SIR: I have to request that you will be pleased to confer with Captain S. F. Du Pont, U. S. Navy, and Professor A. D. Bache, Superintendent U. S. Coast Survey, upon subjects connected with the efficiency of the blockading squadrons, the nature of which will be stated in the instructions of this Department to Captain Du Pont already given and to be issued hereafter.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Major J. G. BARNARD,
Corps of Engineers U. S. Army, Washington.

First report of conference for the consideration of measures for effectually blockading the South Atlantic coast.

[WASHINGTON, D. C., July 5, 1861.]

SIR: We have the honor to inform you that the conference, in compliance with your wishes, communicated through Captain Du Pont, has had under consideration that part of your letter of instructions of the 25th ultimo which relates to the necessity of occupying two or more points on the Atlantic coast, Fernandina being particularly mentioned as one of those points.

It seems to be indispensable that there should exist a convenient coal depot on the southern extremity of the line of Atlantic blockades, and it occurs to the conference that if this coal depot were suitably selected it might be used not only as a depot for coal, but as a depot of provisions and common stores, as a harbor of refuge, and as a general rendezvous, or headquarters, for that part of the coast.

* In Series I, volume 6, is published the general correspondence of the Atlantic Squadron from July 16 to October 29, 1861, on which latter date the operations of the South Atlantic Blockading Squadron began. It is considered desirable to include in the present volume (Series I, volume 12), certain additional preliminary correspondence relative to the preparation of the South Atlantic Blockading Squadron, from June 26 to October 29, 1861.—COMPILERS.

We separate in our minds the two enterprises of a purely military expedition and an expedition the principal design of which is the establishment of a naval station for promoting the efficiency of the blockade. We shall have the honor to present plans for both expeditions; but we will begin with the latter, premising, however, that we think both of them should be conducted simultaneously.

Fernandina is, by its position, obviously the most-desirable point for a place of deposit, answering at one end of the line, to Hampton Roads at the other. In addition to its position in this respect it enjoys several other advantages almost peculiar to itself and well suited to the object in view.

It has 14 feet of water on the bar at low water and 20 at high water, a convenient depth for all steam vessels of the Navy either propelled by screws or side wheels, rated as "second-class steam sloops," and under; for all of those rated as "first-class steam sloops," which are propelled by screws, and by most of the same class propelled by side wheels when light, and by all the newly purchased and chartered steamers of every description, with the exception, perhaps, of one or two of the very largest mail-packet steamers, when deeply loaded.

These depths are perfectly convenient for the new sloops and gunboats now on the stocks, and for the ordinary merchant vessels purchased or chartered for freight.

The main ship channel over St. Mary's Bar into Fernandina Harbor, though not direct, is by no means tortuous or difficult. It is easily defined by buoys, and a range by means of beacons renders the passage of the bar itself secure. A steam tug will always be at hand to take in sailing vessels when necessary.

Inside of the bar there is an unlimited extent of deep-water accommodation, and also the protection of smooth water before reaching the landlocked basins.

The anchorage in Amelia River possesses the quiet and safety of an enclosed dock. Repairs of all kinds may be carried on there without the fear of accidents arising from motion of the water.

The town of Fernandina and the wharves and depots of the Florida Railroad Company furnish conveniences the value of which need not be enlarged upon. If the seizure were conducted so suddenly as to prevent the destruction of property and buildings (which it would [be] difficult to replace), the facilities for landing and storing coal and other materials will be found ready for use.

Another feature of this port, and one which has appeared to us to be of sufficient importance to engage your particular attention, is the isolated position of Fernandina territorially and in population. Fernandina is on an island, bounded by the ocean on one side, and having on the other an interior, poor and uninviting in all respects, sparse in population, remote from large cities or centers of military occupation, and not easily accessible by railroad or water communication.

By the census of 1850 the population of Fernandina was about 600; it is now 1,000. St. Mary's was about 700; Darien was about 550; Jacksonville was about 1,145; St. Augustine was about 1,934.

The distance by water from Fernandina to St. Mary's is 9 miles; Fernandina to Brunswick is 35 miles; Fernandina to Darien is 51 miles; Fernandina, by railroad, to Baldwin is 47 miles; from Baldwin to Jacksonville is 20 miles, and from Fernandina, by water, to Savannah, 120 miles; Fernandina, by water, to Charleston, -- miles; Fernandina, by railroad, to Cedar Keys, 154 miles, and from Fernandina to Tallahassee, by the railroad to the Baldwin Junction (Alligator), nearly 200 miles (192).

With all the above-mentioned places there is water communication, except Cedar Keys, Tallahassee, and the railroad stations between them. But it is apparent that any military opposition of weight must come from Savannah and Charleston, and principally through Cumberland Sound, and the depth (less than 10 feet in some places) of this line of interior navigation would require the transportation of the troops in the light steamers that are employed there. These steamers are so light and devoid of shelter that an expedition would hardly be undertaken if Amelia Island were properly garrisoned.

The environs of Fernandina form a natural protection against an attack by land. They consist of marsh and sand, which alone compose the shores of the rivers and bayous.

We are careful to avoid making this communication unnecessarily long by entering upon a comparison of Fernandina with other places in the same region of coast, such as Brunswick, for example, which is now connected by railroad with Savannah, and being more in the interior is less healthy; or St. John's entrance, which could be easily fortified against us, and has an insuperable objection in its bar; but we take pains to say that such comparisons have formed a large part of our study of the whole subject.

We have not spoken of the peculiar advantages of Fernandina as a depot and naval station without attaching a meaning to the word.

Although an open and rapid communication with the Gulf of Mexico by the Florida Railroad to Cedar Keys, accomplished in eleven hours, would undoubtedly be desirable, still it has not entered into our project to recommend the maintenance of this communication. To do so would employ a force disproportioned to the possible benefit to be derived from it. The Central Railroad to Tallahassee, which connects with this road at Baldwin, is completed as far as Alligator, and for a certain distance from Tallahassee east, about 20 miles. The country on the line of the road is thickly wooded and has few inhabitants. A road of such length (154 miles) in an obscure and inhospitable district may be easily rendered impassable.

Fort Clinch is not thought to be defensible in its present condition, and the sand batteries on the shore can probably be easily turned.

The water is so smooth in ordinary times, on the outer shore of Amelia Island, that a landing can be effected there with facility, and will, in our opinion, be advisable at more than one point. This landing can not be covered by large ships, especially such as the screw frigates. Vessels of small draft must be selected for this duty, and when the points of landing are fixed upon the lines of approach for the covering vessels must be distinctly traced out.

The Florida Railroad from the west shore of Amelia Island, across the river, is built on piles for the distance of about 1 mile, similar to the long bridges across the Bush and Gunpowder.

When the attack is made, one or more small gunboats might take the back entrance through Nassau Inlet and Sound and prevent the destruction of this bridge by the rebels. Nassau entrance is, no doubt, unguarded. Nassau Bar has only 5 feet on it, and even this depth is not to be relied upon. A rapid survey immediately preceding the attack will correct any misapprehension on this point; launches may therefore be employed.

The preservation of this trestle bridge is worth an effort; the remainder of the road can be replaced with less cost, because it runs through a naturally level country.

It is estimated that 3,000 men would take and hold the place, with

the assistance of such force as could be furnished by the fleet. After the place was taken a portion of the defensive force would be found on board the vessels in port. Thus the number of troops to be added to the marines and seamen employed in the attack and subsequent defense would not probably at any time exceed this number of 3,000.

The details of the expedition to Fernandina, if decided upon, will fall under the several bureaus of the War and Navy Departments and the chiefs of the expedition, to whom the conference will be always ready to offer such information and make such suggestions as may result from their careful study of the ground.

The sailing directions for the port of Fernandina, the instructions for the disposition of the buoys and beacons, the outer and inner anchorages, the pilotage, and the meteorology of this section of the coast, will be hereafter furnished by the conference from the archives of the Coast Survey.

It is known that Fernandina is healthy and that it can supply wood and water in abundance. Its market supplies remain to be developed.

Finally, we will repeat the remark made in the beginning of this report, that we think this expedition to Fernandina should be undertaken simultaneously with a similar expedition having a purely military character.

We are preparing a brief report on the latter, which we shall have the honor to submit in a few days.

S. F. DU PONT,
Captain, U. S. Navy, President.

J. G. BARNARD,
Major, U. S. Engineers, Member.

A. D. BACHE,
Superintendent U. S. Coast Survey, Member.

C. H. DAVIS,
Commander, U. S. Navy, Member and Secretary.

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

Second report of conference for the consideration of measures for effectually blockading the South Atlantic coast.

WASHINGTON, D. C., July 16, 1861.

SIR: We have the honor to inform you that one of the results of our study of the Southern Atlantic coast of the United States in reference to its blockade is to recommend that it be divided into two sections, one of which will extend from Cape Henry to Cape Romain, about 370 miles, and the other from Cape Romain to St. Augustine, about 220 miles. The geographical features of the northern or upper section are very different from those of the southern or lower section, and accordingly the treatment of the two should be distinct. The former is characterized by narrow belts of sand which separate large inland waters from the ocean, and are divided at irregular intervals by openings or inlets through which the ocean tides ebb and flow and access is obtained to the enclosed sounds. The latter is distinguished by the ordinary ports and bays. The subject of the present communication will be the first of these sections; the second is reserved for a future

report. In order to show the importance of this section of the coast, which embraces the whole seaboard of North Carolina and a portion of that of South Carolina and Virginia, we must observe, in the first place, that the Elizabeth and James rivers (the ports of Norfolk and Richmond) are not effectually blockaded until the entrance into Albemarle, Pamlico, and Core sounds is stopped against the enemy. The external boundary of these sounds, the narrow belt of sand separating them from the sea, is sparsely inhabited, except at summer watering places like Nag's Head, or the few and distant towns like Portsmouth. The inner shore line consists chiefly of marshes and cedar swamps, but the interior communication with Norfolk by the Dismal Swamp Canal and by the Albemarle and Chesapeake Canal and by the rivers and railroads with North Carolina and Virginia is complete. All this is so apparent upon the maps that it is only necessary to allude to it. The several towns of Elizabeth City, Edenton, Washington, and New Berne; the rivers North, Pasquotank, Pamlico, and Neuse, are connected in trade and intercourse by numerous steamers suited to the navigation of these shallow waters. This trade includes a considerable foreign commerce with the West Indies, of no great importance (for revenue) to the United States, but vastly important to the rebels while they are debarred the use of the entrance to the Chesapeake. But for this the sterile or half drowned shores of North Carolina might be neglected.

But it is an important object in the present war that this trade, home and foreign, should be interrupted, and for this purpose it is desirable to adopt some general method by which the approaches from the sea and the channels inside from sound to sound may be shut up.

The most obvious method of accomplishing this object is by putting down material obstructions; and the most convenient form of obstruction, for transportation and use, is that of old vessels laden with ballast in a neighboring port, and sunk in the appropriate places. They would entirely obliterate the old channels; new channels would be formed in time, but their general use would be almost impossible, certainly very precarious, until they were reexamined at leisure. The part of the coast of which we are speaking is peculiarly adapted to this course of action by the smallness of the tides, which have a rise of only $1\frac{1}{2}$ feet at Cape Hatteras, $2\frac{1}{2}$ feet at Cape Henry, 109 nautical miles north, and $2\frac{3}{4}$ feet at Cape Lookout, 68 miles south. They flow but a short distance into Pamlico Sound, where the inner bars or "bulkheads," as they are defined on the Coast Survey charts, mark the places of principal deposit of the moving sands and of meeting, therefore, of the inner and outer waters.

The chief rise and fall of the waters of these sounds are caused by the winds; wherever the obstacles are so placed as to be sheltered from them they would probably remain; but in very severe storms, in which the waters are heaped up on one side of the sound, their return to a state of equilibrium is attended with so much violence that the smaller hulks could hardly fail to be acted upon and removed.

These are extreme cases. There would be no force arising from regular currents, or the momentum of large bodies of water that would probably undermine them, except in heavy gales. Piles might be driven in the interior of the sounds, but their employment is less simple and more laborious. Our sunken hulks should be visited frequently to guard against their removal, but with the means at hand the enemy could effect but little in that way. Besides the inlets, there are two harbors that may have to be blockaded from outside, Beaufort and Cape Fear River, unless expeditions were undertaken to capture Forts

Macon and Caswell, which would form a separate subject of consideration. It is said that the alarm of the people of Wilmington has led them to close New Inlet. If, instead of being closed, it should be fortified, the batteries, we imagine, could be easily turned, whether on the main or on Smith's Island. If we carry our operations as far as Georgetown, that harbor may be closed or blockaded, as found most convenient.

This long stretch of coast of about 350 miles, one-third of the whole coast from Cape Henry to Cape Florida, requires the watching or closing of only ten or twelve harbors and inlets. In this respect, and in respect to population, supplies, fertility, or natural resources, it is the weakest part of the coast of the United States of the same extent.

The seaboard itself would furnish but little resistance, except where the inlets have been fortified, and expeditions from the sounds and from the rivers emptying into them must be conducted in small vessels and steamers of light draft, such as would be easily met and discomfited. It is certain that the distance of the seacoast from the interior, and the thinly distributed population, will prevent any rally in time to interfere with our operations.

Wood and water are found on the sand beaches, and the latter may be obtained in some places by boring the cedar swamps. The coast of South Carolina, between the boundary of North Carolina and Georgetown, includes the famous Horry district, the forests and swamps of which come down nearly to the ocean shore. Major Prince, U. S. Army, explored it for the Coast Survey, and the triangulation was carried on by cutting through nearly every step of the way after leaving the sounds south of Cape Fear entrance. The vicinity of Cape Hatteras is one of the worst regions on our coast for tempestuous weather, the cape itself being the point of separation between the storms peculiar to the two divisions of the country—the West India hurricanes at the south, the course of which, after skirting the ocean borders of Florida, Georgia, and South Carolina, turns to the eastward before arriving at Cape Hatteras, and the common northeast storms of our Northern States, which begin at the southwest extremity of their track and make their progress to the northward and eastward. We will now proceed to name these inlets, from north to south, in order in which they stand on our notes, and specify the manner in which they ought, in our opinion, to be treated.

1. Oregon, or New Inlet, 35 miles north of Cape Hatteras, Pamlico Sound, coast of North Carolina, has a dangerous shifting bar, on which there is 7 feet at low and 9 feet at high water. It should be blocked up by sinking as many hulks as necessary for the purpose. The place for these hulks will be shown on the chart.

2. Loggerhead Inlet. Not well known by us.

3. Hatteras Inlet, 11 miles southwest of Hatteras, opening also into Pamlico Sound, has 19 and 21 feet on the ocean bar, with a good, easy entrance; 13 and 15 feet in the Oliver's Channel anchorage, and 7 and 9 feet on the inside bar or bulkhead, which it is necessary to cross to enter the sound. We recommend the final obstruction of the inner bar, reserving the anchorage for a harbor of refuge.

4. Ocracoke Inlet, 14 miles southwest of Hatteras Inlet, with 10 and 12 feet on the outer bar, and a good and easy entrance for 10 feet; has safe anchorage in 19 feet. This inlet may be treated like that of Hatteras.

Before closing the two last inlets on the inside it will be well to decide upon the course to be pursued in relation to the interior navi-

gation. It may be threatened or controlled by a force of small steamers armed with rifled cannon. It may be kept open for the purpose of capturing the towns on the Pasquotank, the Chowan, the Roanoke, the Pamlico, and Neuse rivers; or it may be obstructed by sinking hulks between Core and Albemarle sounds, between Albemarle and Roanoke sounds at Roanoke Island, and elsewhere, as future enquiry may point out. We strongly advise the latter. This whole region of marshes and cedar swamps is fatally unhealthy at this season of the year (except on the immediate seashore) to our Northern constitutions.

5. Beaufort, or Old Topsail Inlet, may be both blockaded and obstructed. The main channel has 15½ and 18 feet low and high water.

We have already suggested the propriety of taking Fort Macon. The people at Beaufort are said to be loyal. How this may be we have no certain means of knowing.

6. Bogue Inlet, 10 leagues west of Cape Lookout, with 8 feet on the bar; 7, New River Inlet, 14½ leagues, with the same depth, and 8, New Topsail Inlet, 20½ leagues west of Cape Lookout, with 10 feet over the bar, must all be obstructed.

9. New Inlet, near Cape Fear, as we before mentioned, is said to have been closed by the people of Wilmington; if not, its obstruction can be easily effected.

10. The Western Bar, at the entrance of Cape Fear River, must probably be blockaded. It lies under the guns of Fort Caswell, and unless the fort is taken the sinking of obstructions on the bar will be difficult. This bar has 8 and 12 feet.

11. Lockwood's Folly Inlet, and 12, Tubb's Inlet, may be obstructed.

13. And finally, Georgetown entrance, or Winyah Bay, may be both obstructed and blockaded.

The archives of the Coast Survey will furnish the best information concerning this region of coast.

These plans may undergo some modification in the hands of the person to whom their execution shall be intrusted.

We have the honor to be, very respectfully, your most obedient servants,

S. F. DU PONT,
Captain, U. S. Navy, and President.

A. D. BACHE,
Superintendent U. S. Coast Survey, Member.

J. G. BARNARD,*
Major, U. S. Engineers, Member.

CHARLES HENRY DAVIS,
Commander, U. S. Navy, Member and Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

Third report of conference for the consideration of measures for effectually blockading the South Atlantic coast.

WASHINGTON, D. C., July 26, 1861.

SIR: In the last memoir of the conference we had the honor to propose that the Southern Atlantic coast of the United States should be

* Signed by proxy.

divided into two sections having distinct geographical and physical features and requiring, therefore, distinct management. The first of these sections, extending from Cape Henry to Cape Romain, formed the subject of our last communication. In the present we shall treat of second section, comprised between Cape Romain and Cape Florida.

We shall be able to present our views more clearly if we separate this second section into three subdivisions, each one of which is distinguished from the others by circumstances either of physical condition or of population too striking to be overlooked. The first of these sections will extend from Cape Romain to Tybee Island and embraces the greater part of the coast of South Carolina; the second, from Tybee Island to Cumberland Sound, St. Mary's entrance, Fernandina, covering the whole coast of Georgia, and the third, from Fernandina to Cape Florida, including St. John's River, the harbor of St. Augustine, and all the east coast of Florida.

Our second memoir, in which we discussed the occupation of Bull's Bay, St. Helena Sound, and Port Royal Bay, has left us but little to say on the first of these subsections. The field, which is only 112 miles in linear extent, is one that requires the application of the ordinary rules and practice of blockade. When the three anchorages above mentioned are secure the whole of this part of our coast will be under complete control. It will rarely be necessary for the blockading vessels to leave the coast on account of stress of weather. Though they may be driven from before the ports for a time, it will be easy for them to resume their stations when the storm has subsided. This is a consideration of the last importance, as regards the efficiency of the blockade.

But you are better aware than ourselves of the favorable manner in which our foreign political relations would be affected by the possession of one or more of the three points, the seizure of which was the topic of our second memoir. The second of our subsections, which takes in the whole coast of Georgia, is of peculiar formation.

Throughout an extent of 107 nautical miles a chain of islands separates a water space of varying breadth from the open sea, and these islands are divided from each other by frequent inlets, several of which are available for the purposes of navigation. The islands and the inland waters constitute a series of sounds and harbors. The former afford uninterrupted smooth-water navigation for steamers drawing 5 feet from the Savannah to the St. Mary's River; the latter may be regarded as harbors of refuge, or as openings from the sounds by which an active cruiser can pass at any moment into the ocean and change its field of observation at convenience. The rivers of the coast generally empty into these interior bays and sounds. We may complete what we have to say of the navigation of these sounds and bays by observing that it demands the most thorough local knowledge and an accurate acquaintance with the times and heights of the tides to follow all its circuitous paths, and, further, that the best pilot information concerning this navigation that can be put on paper is to be found in the "Notes on the Coast of Georgia," prepared by the Superintendent of the Coast Survey from the archives of his office.

Concerning the islands forming the external barrier to the sea, it may be remarked, as a general rule, that they have a moderately straight sea beach on the ocean side, with the common sand hills or hillocks (dunes or downs), and occasionally a fringe of wood. On the inner side, upon the sounds, they are marshy, except in rare cases. The middle part is much diversified, and cotton plantations are general. Several of the islands furnish fresh water; but it will be better, per-

haps, to treat the whole subject of fresh water supplies on the Atlantic Southern Seaboard in a separate paper.

The inlets, taken in connection with the interior navigation, resemble on a smaller scale the peculiar geographical distribution of land and water which, on the coasts of Holland and Belgium on a grand scale, are especially adapted to the pursuits of commerce and of well sheltered interior water communication. The example on the coast of Georgia is comparatively minute; but the frequent and convenient entrances from the sea, affording a protection always accessible, at such easy distances apart that there is little danger or necessity for exposure to the storms of the ocean, constitute the most important feature as well here as on the eastern border of the North Sea.

The difference in breadth and depth of the passes between the numerous islands, and of the sounds and bays to which they lead, requires vessels of a smaller draft. The rivers, or so-called rivers, discharging into these bays and sounds are not always of real value. But a very hasty glance at these different geographical features, in order, will serve, we think, to satisfy you that the control of these waters would greatly tend to the reestablishment of the authority of the United States in the whole of this region by imposing a severe check upon the movements of the rebels.

We will speak first of the inlets and second of the sounds and rivers together.

The inlets are Tybee (beginning at the north), Wassaw, Ossabaw, St. Catherine's, Sapelo, Doboy, Altamaha, St. Simon's, St. Andrew's, and Cumberland, all of which, however, are not equally useful; it is worth while to describe in a few words the most prominent only.

Tybee is the entrance to Savannah River, and must, for the present, be blockaded, though large vessels could lie safely in the channel inside the outer buoys, and beyond the reach of the guns of Fort Pulaski, in smooth weather.

Passing over Wassaw, which is difficult of entrance, and has not been surveyed, we come to Ossabaw Inlet, $3\frac{1}{2}$ miles wide, between Great Wassaw Island on the north and Ossabaw Island on the south. Seventeen feet may be carried over the outer bar through a narrow channel which divides inside, where a second bar, having 14 feet of water upon it, must be passed to enter Ogeechee River. Passing again over St. Catherine's Inlet, of which the bar is bad, we come to Sapelo Inlet, the entrance to Sapelo Sound, seven-eighths of a mile wide, between St. Catherine's and Blackbeard islands.

This is one of the easiest entrances on the Southern coast. The bar, which is very narrow, has 18 feet of water, and it is only necessary to change the course once to enter the sound. A new channel across this bar, south of the old one, was discovered by the Coast Survey. Breakers, north and south of the channel, mark the entrance, which was a most convenient one when buoyed.

Doboy Inlet is one of the entrances to Altamaha Sound and River, and the first through which the town of Darien is reached. The bar is farther to seaward [or to leeward] than Sapelo Bar, about 4 miles off, and the entrance is more than a mile wide between Sapelo and Wolf islands.

The depth of water is sufficient (not less than 24 feet), but the channel is so winding that all the assistance of lights and buoys is wanted to navigate it in safety. Again, passing over Altamaha Inlet, which is so inferior to Doboy that the latter will always be preferred, we come to St. Simon's Inlet, the entrance to St. Simon's Sound, leading to

Brunswick and Blythe islands, which is about a mile wide between St. Simon's and Jekyll islands. The bar is 5 miles from the general line of coast, but is only about one-fourth of a mile wide, and had upon it a depth of 17 feet at low and about 24 feet at high water; it is one of the best of these openings. Passing again over the entrance to St. Andrew's Sound, of which the bar is bad, we come to the last of the series, Cumberland Sound, St. Mary's entrance, Fernandina, which we have described at length in our first memoir on the occupation of Fernandina.

Thus you will perceive from our brief enumeration that in this extent of coast of but little more than 100 miles there are, exclusive of Tybee, five harbors of refuge, convenient, well situated, and by no means unequally distributed throughout this short distance.

An equally brief notice of the sounds and inlets will enable you to form an estimate of the business and navigation which would be brought under control by the military and naval occupation of these waters and their tributaries. We will take them as they stand in their natural order of position from north to south.

All that relates to Calibogue Sound and Tybee entrance must be treated separately, because the possession of them involves the capture of Fort Pulaski and Savannah.

Wassaw Sound and St. Augustine River [Creek] are next. They form, in fact, a second entrance into Savannah River, St. Augustine Branch uniting with the main stream 4 miles below Savannah. Steamboats from Savannah to Fernandina, or the St. John's River, pass out at Wassaw Sound, reentering at Ossabaw or Sapelo; or else they pass by a narrow, tortuous, and shoal channel through the Romerly Marsh, south of Skiddaway Island, where there is but $3\frac{1}{2}$ feet at low water. Vessels are warped through.

Ossabaw Sound.—After entering this sound the channel divides. The west branch leads into the Great Ogeechee River, which has a bar of 14 feet; the east, into Vernon River, which has a bar of 12 feet at the entrance. Deep water is carried up the Vernon River to the bar at the mouth of the Little Ogeechee, on which there is 14 feet of water. Thirteen feet can be carried up to Montgomery on the Vernon River, the site of a proposed city, but in fact a plantation. The Ogeechee River heads high up in the State of Georgia and has rich rice plantations upon its banks; there is 10 feet of water 7 miles up. The so-called Savannah, Albany and Gulf Railroad, from Savannah southwest, crosses the Ogeechee about 26 miles from the Ossabaw Bar and 15 from Savannah.

St. Catherine's Sound.—Into this sound empty the Medway, or Sudbury River, which has rice plantations upon its banks and the small village of Sudbury, about 9 miles from the sea, and also Newport River.

Sapelo Sound is a broad and deep sheet of water, which receives numerous rivers and arms of the sea, or creeks of no special importance. Sapelo River is merely a continuation of Sapelo Sound.

Doboy Sound and the arms of the sea connected with it occupy a space some 12 miles wide between Sapelo and Altamaha rivers. Darien River is one of these arms and the old town of Darien, once a place of considerable business, stands on the left hand about 13 miles from Sapelo light-house. Fifteen feet of water can be carried to Darien.

Altamaha Sound is much interrupted in its navigation by islands and shoals, but Altamaha River and its tributaries reach the center of the State, Macon being upon the Ocmulgee, one of its two principal branches.

St. Simon's Sound and Turtle River lead to Brunswick and Blythe Island, purchased by the United States for the site of a naval depot.

Frederica, Mackay's, and Back rivers, which are, in fact, arms of the sea or creeks, come in at the eastern head of the sound. Frederica River is on the main passage between Altamaha and St. Simon's Sound, next to St. Simon's Island.

The sound is about 4 miles long and 1 mile wide. From the bar to Brunswick is about 13 miles and to the site of the proposed naval depot about 15 miles. The navigation is easy and $3\frac{1}{2}$ fathoms can be carried to near the shore of Blythe Island. The Brunswick Railroad now connects with the Savannah, Albany and Gulf Railroad. It will be remembered that we spoke of St. Simon's as one of the best entrances on the Southern coast, and we may add that it is specially adapted for a naval depot at this period and for the particular service under consideration.

St. Andrew's Sound receives the Saltilla [Satilla] River that drains the interior of the southern part of Georgia, from which it receives many tributaries; among them are the Little Saltilla [Satilla] on the northeast and the Jekyl on the north, or rather the Jekyl Oreek, which, running close by Jekyl Island, forms part of the communication between Savannah and Frederica.

Cumberland Sound, already described in our first memoir, completes the list.

In the above enumeration we have not included all the particulars in our possession. We have merely presented a sketch or outline of this region, or, of its means of intercommunication, and of its fertility; even designed to be, as it is, a mere sketch, it would be incomplete if we were not to repeat at the conclusion that an inland passage from Savannah to Fernandina, long used by steamboats drawing 5 feet of water, unites in one common interest and intercourse all the bays, sounds, rivers, and inlets of which we have given but little more than the names. A superior naval power must command the whole of this division of the coast. It will be occupied by the party or nation, whichever it may be, that chooses to place armed steamers of suitable draft in its interior waters, and fortifications of sufficient strength at the mouth of its inlets. And the naval power that commands the coast of Georgia will command the State of Georgia.

For what would be the means and resources of the government of the State of Georgia in the hands of rebels if its peculiar productions could only find a market by passing through the hands of its loyal citizens holding offices by appointment of the General Government.

Beyond the bars of the inlets, which are at distances from the land varying from $1\frac{1}{2}$ to 5 miles, the exterior seacoast is free from dangers. As a general thing between 4 and 5 fathoms are to be found at from 4 to 6 miles from the land all the way from Tybee to St. Andrew's. Farther south the slope of the bottom is more steep. And it will serve to give you an idea of the facility with which this coast can be approached at night and in thick weather to mention that at an average distance of $12\frac{1}{2}$ miles the depth is $9\frac{1}{2}$ fathoms. At an average distance of 24 miles the depth is $11\frac{1}{2}$ fathoms; at an average distance of 36 miles the depth is $13\frac{1}{2}$ fathoms; at an average distance of 48 miles the depth is $15\frac{1}{2}$ fathoms, and at an average distance of 60 miles the depth is 17 fathoms.

At the same time the depth is not a uniform and unfailing test of the distance from the land at every part of the coast; we are speaking of averages only.

Our third subsection extends from Fernandina to Cape Florida, and embraces the mouth of the St. John's, the harbor of St. Augustine, and all the east coast of Florida. St. John's and St. Augustine will be blockaded, we presume, in the usual manner.

The lower coast may be placed under the scrutiny of two or more small cruisers, by which its shores will be continually traversed, and its bays inspected. It can hardly be said to be inhabited, and is of no great consequence as a convenient place of resort for pirates. Having finished all we have to say upon the sections and subsections separately, we will offer one or two remarks upon the general blockade of the Southern Atlantic coast of the United States from Cape Henry to Cape Florida.

In the administration of the military affairs of the country, it has been found expedient to increase the number and diminish the extent of the military departments, so also the number of home squadrons has been doubled.

But we have been led in the preparation of these memoirs to entertain the opinion that it would be advantageous, that it would conduce still further to the efficiency of the blockade, if each of the two sections into which we have divided this coast were made a naval station and comprised the limits of a separate command analogous to the military departments. We have aimed to show that these sections possess distinct geographical features and require distinct treatment, and on those distinctions our opinion mainly rests. But we may add, that if this plan were adopted, and if vessels were assigned to ports and stations under the common rule of the naval service, that is, until relieved, then the commander in chief while at sea within the limits of his command could, so short is the distance, communicate with the whole line of his blockading squadron, either in person or by his tender, every day, or every two days during ordinary weather.

We have the honor to be, very respectfully, your most obedient servants,

S. F. DU PONT,
Captain, U. S. Navy, President.

A. D. BACHE,
Superintendent U. S. Coast Survey, Member.

J. G. BARNARD,
Major, U. S. Engineers, Member.

O. H. DAVIS,
Commander, U. S. Navy, Member and Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Captain Du Pont, U. S. Navy, to the Secretary of the Navy, requesting a continuance of the services of Major Barnard, U. S. Army, in conference.

WASHINGTON, D. C., August 2, 1861.

SIR: I have the honor to inform you that at a meeting of the conference last evening, I was instructed respectfully to request you to apply

in its name to the honorable Secretary of War for the continuation of the counsel and services of Major Barnard, of the Engineer [Corps].

Very respectfully, your most obedient servant,

S. F. DU PONT,
Captain and President.

C. H. DAVIS,
Commander and Secretary.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Captain Du Pont, U. S. Navy, in view of proposed cooperation with the War Department for the occupation of the South Atlantic coast.

Confidential.]

NAVY DEPARTMENT, August 3, 1861.

SIR: The invasion and occupation of the seacoasts of the States in rebellion, as proposed by the Navy Department, having been accepted by the Government, and an officer of great merit designated by the War Department to organize the expedition in conjunction with the Navy, you are hereby selected to cooperate with this officer.

The importance of this expedition upon the flank of the enemy can not be overestimated; and in confiding its preparation and organization to your hands, the Department hereby gives you the full authority necessary to insure success. You will proceed to New York as early as practicable and communicate this order to the officer selected by the War Department, and you will lose no time in getting afloat.

Further orders will be transmitted to you before sailing.

Very respectfully, etc.,

GIDEON WELLES.

Captain S. F. DU PONT, U. S. Navy,
Washington, D. C.

Letter from Professor Bache, Superintendent U. S. Coast Survey, to Captain Du Pont, U. S. Navy, regarding the closing of the entrance to Charleston Harbor by sunken vessels.

SEPTEMBER 4, 1861.

DEAR CAPTAIN: I think well of Fox's idea of closing up that entrance, and will bring you the evidence for examination to-night.

Yours,

A. D. B[ACHE].

Captain S. F. DU PONT.

Report of Commander Craven, U. S. Navy, regarding depredations committed upon Florida light-houses.

U. S. S. CRUSADER,
Navy Yard, New York, September 6, 1861.

SIR: I have the honor to report to you, for the information of the Light-House Board, that on the 22d August a gang of pirates from

Saint Augustine visited the light-house at Jupiter and removed from it the lenses and all the illuminating apparatus. They then proceeded to Cape Florida light, the lenses of which they broke and destroyed.

I have to recommend that early measures be adopted for the security of the lights on the reef. Their loss for a single night would be disastrous. A small steamer of light draft, such as the *Corwin*, being stationed on the reef for this duty, could, by activity, effectually deter the outlaws from further acts of violence.

I am, very respectfully, your obedient servant,
T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the President to the Secretary of the Navy, urging preparations for the Port Royal expedition.

EXECUTIVE MANSION, *September 18, 1861.*

MY DEAR SIR: To guard against misunderstanding, I think fit to say that the joint expedition of the Army and Navy, agreed upon some time since, and in which General T. W. Sherman was and is to bear a conspicuous part, is in no wise to be abandoned, but must be ready to move by the 1st of, or very early in October. Let all preparations go forward accordingly.

Yours, truly,

A. LINCOLN.

Hon. SECRETARY OF THE NAVY.

Order of the Secretary of the Navy to Captain Du Pont, U. S. Navy, to assume command of the South Atlantic Blockading Squadron.

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

SIR: The Department have decided to divide the Atlantic Blockading Squadron at the junction of North and South Carolina, and have intrusted the northern division to Captain L. M. Goldsborough, who hoists his flag at Hampton Roads to-morrow. Reposing equal confidence in your capacity and energy, you are hereby detached from the command of the Philadelphia navy yard and assigned to the southern division, extending to Cape Florida. The *Wabash* has been ordered to New York, where you will join her and hoist your flag. Further instructions will be given before your departure.

I enclose a copy of a letter* addressed to Captain Goldsborough, which you will also consider as part of your instructions.

Very respectfully, etc.,

GIDEON WELLES.

Captain S. F. DU PONT,
Commanding Southern Blockading Squadron.

* See Series I, vol. 6, p. 233.

Report of Captain Du Pont, U. S. Navy, acknowledging his assignment to the command of the South Atlantic Blockading Squadron and applying for certain vessels.

WASHINGTON, September 18, 1861.

SIR: I have the honor to acknowledge the receipt of the Department's order of this date, appointing me to the command of the Southern Blockading Squadron.

This mark of confidence, with its grave responsibilities, was not looked for by me, but with God's support and direction I will not disappoint the Department.

The order of to-day was doubtless intended to add vigor to the execution of the Department's instructions previously given me, and I avail myself of this occasion to offer a suggestion in reference to the expeditions ordered by the Department which may aid in giving them such efficiency as circumstances will permit.

On the southern coast (Atlantic) the Department is aware that the expedition now contemplated can not have the covering support of our great steam frigates, as at Hatteras, and while the ships purchased and converted into vessels of war by the remarkable energy of the Department are of the utmost value, not only for blockading but for attacking, yet it would be desirable that these ships should not be the first to come under the fire of the forts; not so much because their guns are lighter, but owing to their very light scantling, a point which the practical knowledge of the Assistant Secretary will fully appreciate.

If the Department, therefore, can spare me, for a short time, the *Pawnee*, *Iroquois*, *Mohican*, and *Seminole*, carrying as they do XI-inch guns, with the three or four gunboats which I earnestly trust will be finished in time, we shall have a force calculated to stand the brunt of the first attack from the forts. So soon as the expeditions are through these valuable vessels can be apportioned to the different squadrons as the Department may deem best, remarking only that the general composition of the southern squadron should be vessels of light draft.

On the receipt of my first orders the Department kindly promised that a special battalion of 300 marines should be attached to my command, and the Colonel Commandant of the Corps received orders accordingly. Will the Department please renew its order, in view of the very short time now left to be ready.

With great respect, I am, sir, faithfully, your obedient servant,
S. F. DU PONT,

Captain, Commanding Southern Blockading Squadron.

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

[Indorsement.]

Let the vessels be detailed for duty as requested.

W[ELLES].

Order of the Secretary of the Navy to the Colonel Commandant U. S. Marine Corps, regarding the preparation of battalion.

NAVY DEPARTMENT, September 19, 1861.

SIR: You will have the battalion of marines, which you had verbal orders to prepare, ready to move from the 1st to the 5th of October.

Very respectfully, etc.,

GIDEON WELLES.

Colonel JNO. HARRIS,

Commandant U. S. Marine Corps, Washington, D. C.

Letter from the Secretary of the Navy to the Secretary of War, requesting an issue of rifles for marines under orders for special service.

NAVY DEPARTMENT, September 24, 1861.

SIR: I have the honor to request that you cause to be issued immediately, for special service, 300 rifled muskets, caliber .58, for the use of the United States marines, to be delivered at headquarters to Major William B. Slack, quartermaster Marine Corps. A battalion of 300 marines is to leave with the fleet for important operations connected with the movements of our squadrons, and it is of great importance to furnish them with the same musket which the Marine Corps have heretofore used, viz, the Springfield rifle, caliber .58.

Very respectfully, etc.,

GIDEON WELLES.

HON. SIMON CAMERON,
Secretary of War.

[Telegram.]

NAVY DEPARTMENT, September 25, 1861.

Purchase the boats Flag-Officer Du Pont requires. An order will go to-day relative to the other suggestions.

GIDEON WELLES.

GEO. D. MORGAN,
New York.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, authorizing the employment of contrabands on board ships of war.

NAVY DEPARTMENT, September 25, 1861.

SIR: The Department finds it necessary to adopt a regulation with respect to the large and increasing number of persons of color, commonly known as "contraband," now subsisted at the navy yards and on board of ships of war. They can neither be expelled from the service to which they have resorted nor can they be maintained unemployed; and it is not proper that they should be compelled to render necessary and regular services without a stated compensation. You are therefore authorized, when their services can be made useful, to enlist them for the naval service under the same forms and regulations as apply to other enlistments. They will be allowed, however, no higher rating than boys, at a compensation of \$10 per month and one ration a day.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
*Appointed to Command Southern Atlantic Squadron,
Wilmington, Del.*

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting copy of letter from a loyal citizen in the Southern States regarding condition of affairs in the South.

NAVY DEPARTMENT, October 2, 1861.

SIR: The following is a copy of a letter, without name, addressed to the Secretary of War, and by him referred to this Department. Although the name is withheld, the facts stated are interesting and valuable.

Very respectfully,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Commanding Blockading Squadron, Southern Division.

SIR: A loyal citizen of a Southern State, I have some information which may be useful to the Government. The New York Herald's account of the Confederate Army, published September 20, is correct in regard to those regiments with which I am acquainted. Large numbers of guns, many of large size, 8-inch and over, have been placed in Fort Pulaski, in batteries near Tybee light, at Ossabaw, etc. At Ossabaw there are four ten-gun batteries bearing upon the channel. Fort Jackson is not now occupied, but guns are in position, and it is ready for occupation upon alarm. Fort Pulaski is said to contain all the men necessary to man its full complement of guns, of whom the Chatham Artillery, of considerable practice, are part.

The Confederates fear that our vessels will take the North Channel, said to have 20 feet of water, avoid the Tybee Channel batteries, and, with light-draft vessels, take up positions unfavorable to Fort Pulaski and perhaps pass up the river.

At Griffin, Ga., there is a large camp said to contain 16,000 men, who are held in readiness to be moved to the coast the moment there is any appearance of an attempt to land. It is composed of up-countrymen, who are more afraid of the malarious districts on the coast than even Northerners. If they should be called to the coast even by a strong feint the injury and annoyance would be great, especially at this season. All points on Tybee Island supposed to be practicable for landing are protected by land batteries.

Edward Anderson, formerly in the Navy, went to Europe some months since in the English yacht (formerly the *America*), as said, partly to buy two iron-plated steam war vessels. Commodore Tattinall, with a fleet of gunboats made from the river tow-boats and steamers, armed with heavy guns, has been for sometime waiting their arrival to assist in driving off any United States vessel or vessels that may be off the bar at the time. I am convinced from careful examination of the subject that a few small properly constructed iron-plated vessels could pass Fort Pulaski, disable Fort Jackson, and thereafter take such a position as to either compel the surrender of the town and the forts or to enable them to destroy the city and retire in perfect safety. By passing up Back River they could ascend the river to the Charleston and Savannah Railroad bridge and destroy the communication by that route. Then, by dropping down Front River to within 1 mile of the city they could completely command the track of the Central Railroad and workshops, in which a double set of hands are employed on gun carriages. Those vessels should be built broad and of light draft. Such vessels might pass Fort Pulaski without replying to its fire, or if the enemy were shelled out of the open batteries at Ossabaw, as at Hatteras, the way would be open to Savannah via St. Augustine Creek, with only Fort Jackson to silence, provided the enemy were not given time to erect batteries at Thunderbolt and Causton's Bluff.

Nine-tenths of the stock in the Savannah Side Wheel Steamship Company belonged to the Central Railroad Company of Georgia, which has vigorously transported men, guns, and all war material, and in various other ways assisted the rebellion. It also owned a large share in the *Cuyler*, *Montgomery*, and *Huntsville*, all of which are, I believe, in the hands of the Government and probably come under the confiscation act. A share of the propellers also belongs to the Savannah agents, of whom Henry Bingham is now in New York looking after his interests.

The claims made of the unanimity of the people of the South in their undertaking are not well founded.

The expressions of opinion are unanimous, but not less than 300 of the middle-aged men of the city of Savannah, comprising a majority of the business men of the place, are secretly loyal. The great fear among many of them is that the United States Government does not know how strong the rebels are at home, and that consequently the war will not be prosecuted with the required vigor. A fear is, however, beginning to arise among them that there is to be difficulty in distinguishing unwilling and coerced citizens from active traitors.

Being entirely unrepresented in Congress, or any part of the Government, they are beginning to feel very bitterly the neglect and misunderstanding of their condition and their necessities which naturally grow [out] of it. It was one of the many neglected duties of Congress at its last session [not] to have adopted some plan by which the oppressed loyal men of the South could have been represented and heard.

I hope soon to be in possession of more accurate, fresh, and full information. I have no way at present of proving my loyalty and good faith except so far as this act and a simple claim to the same may be proof. I do not give my name at this time, but in a few days I may be enabled to do so with safety.

Yours, truly,

MR. CAMERON,
Secretary of War.

[Telegram.]

NEW YORK, *October 7, 1861.*

Captain Du Pont says that in order to get such vessels that will insure success he will be unable to leave New York before Tuesday next, so as to leave Old Point by the 18th. In consequence of an unexpected delay and hinderance in getting off our ordnance, I regret to say that it will be impracticable for the army force to be ready before that time. I am doing my utmost, but the ordnance delays us.

T. W. SHERMAN,
Brigadier-General.

Hon. W. H. SEWARD.

[Telegram.]

NAVY DEPARTMENT, *October 7, 1861.*

The store vessel *Courier* will go with you, instead of to Hatteras.

G. V. FOX,
Assistant Secretary.

Captain S. F. DU PONT,
Astor House, New York.

[Telegram.]

NAVY DEPARTMENT, *October 8, 1861.*

Orders went to *Wabash* 24th September. Could not some of your vessels be sent off Georgia to intercept the vessels expected from England? Would it interfere?

GIDEON WELLES.

Captain S. F. DU PONT,
Astor House, New York.

[Telegram.]

NEW YORK, *October 9, 1861.*

I have but two gunboats and the *Florida* and *James Adger* ready. The *Susquehanna* is the most fitting vessel to send off Georgia.

S. F. DU PONT.

Hon. G. WELLES.

Order of the Secretary of the Navy to commandant navy yard, Washington, regarding movements of vessels.

NAVY DEPARTMENT, *October 11, 1861.*

SIR: Several of the steamers employed for the transportation of troops leave New York to-morrow and will be at Annapolis on Monday. You will send to that port two of the river boats, to be used for the embarkation of the troops. After this duty is performed let them return.

The *Seminole*, *Pocahontas*, *Pawnee*, and *R. B. Forbes* will probably move down the river Tuesday evening.

I am, respectfully, etc.,

GIDEON WELLES.

Commander JOHN A. DAHLGREN,
Commandant Navy Yard, Washington, D. C.

[Telegram.]

NEW YORK, October 11, 1861.

The coal will be attended to. We are working hard to leave Tuesday, and hope to do so by postponing repairs on *Wabash*, which, though desirable, are not indispensably necessary. I would like much to see you. If you leave Saturday night you can be with us Monday and be of great service.

S. F. DU PONT.

G. V. FOX.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the instruction and assignment of volunteers under his command.

NAVY DEPARTMENT, October 11, 1861.

SIR: In this great emergency the Department has made many appointments from outside of the Navy for the numerous vessels fitted out. It made them upon the best recommendations possible to be obtained, but in several melancholy instances has been deceived.

The Department relies upon the vigilance of the flag-officers to watch over these appointments, instruct them carefully in their duties, perfect them in their drill at great guns and small arms, but to take care that no movement is hazarded by being confided to incompetent hands.

The loss of one of our useful steam tugs, most of which are commanded by persons from the merchant service, would be felt far beyond its pecuniary value, as the offensive operations of the Navy thus far have been skillful and successful. You will make such changes in the commanders of those vessels and the subordinate officers as shall insure their safety and efficiency, reporting your action to the Department. The patriotism of the merchant service gives us a volunteer force of excellent seamen, brave and loyal, and you will take care that the inefficient under your command are removed immediately from positions of trust, and if a careful examination of the facts shall warrant it, you will send any one home, furnishing the Department with the written evidence upon which your action was based.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Instructions from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding vessels assigned to his command.

NAVY DEPARTMENT, October 12, 1861.

SIR: Upon your departure from Hampton Roads, assume the blockade of the southern division of the Atlantic coast, commencing at the junction of North and South Carolina.

In addition to the force that has reported to you at New York, and that which has been ordered from the Potomac to join you at Hampton Roads, the following vessels, now on the South Atlantic coast, will form part of your squadron, viz :

Sabine, Captain Ringgold, off Georgetown, S. C.*Vandalia*, Lieutenant Haggerty, * off Bull's Bay, South Carolina.

* Commander S. P. Lee, U. S. Navy, was relieved of the command of the U. S. S. *Vandalia* by Lieutenant F. S. Haggerty, U. S. Navy, on October 22, 1861.

Susquehanna, Captain Lardner, off Charleston, S. C.

Flag, Commander Sartori, off Charleston, S. C.

Savannah, Commander Missroon, off Savannah, Ga.

St. Lawrence, Captain Purviance, off St. Simons, Ga.

Dale, Commander Yard, off Fernandina, Fla.

The *Roanoke* is now off Charleston and the *Susquehanna* off Beaufort, but an exchange has been ordered.

The following are the vessels that have been ordered from the Potomac to report to you at Hampton Roads:

Seminole, Commander J. P. Gillis; *Pawnee*, Lieutenant-Commanding Wyman; *Pocahontas*, Commander Drayton; *R. B. Forbes*, Lieutenant Newcomb, and also the *Penguin*, Acting Lieutenant Budd, if in a suitable condition for service on the Southern coast.

They will leave Washington not later than Wednesday morning next.

Whenever it becomes imperative, you can send any vessel to Hampton Roads for supplies and repairs, or farther north, as your judgment shall dictate.

So soon as you can possibly spare the tug *R. B. Forbes*, send her into the Gulf to report to Flag-Officer McKean.

I am, respectfully,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,

Appointed to Command South Atlantic Blockading Squadron.

Instructions from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding cooperative measures for the occupation of certain important points on the Southern coast.

Confidential.]

NAVY DEPARTMENT, *October 12, 1861.*

SIR: In order to suppress the present insurrection and maintain our Union and nationality, the Government can not delay vigorous and effective measures upon our Southern coast. By the proclamation* of the President, on the 19th of April, a blockade has been declared, and commercial intercourse with the region of country that is in insurrection interdicted. In order to carry into effect the measures of the Government, which are persistently sought to be evaded, and to extinguish the rebellion, it is necessary to take possession of certain important points upon our Southern coast where our squadrons may find shelter and have a depot, and from which the loyal citizens of those quarters may be protected.

In examining the various points upon the coast, it has been ascertained that Bull's Bay, St. Helena, Port Royal, and Fernandina are each and all accessible and desirable points for the purposes indicated, and the Government had decided to take possession of at least two of them. Which of the two shall be thus occupied will be committed to your discretion, after obtaining the best information you can in regard to them. Much must necessarily be left to the combined wisdom and judgment of yourself and the general in command after you shall have obtained the facts and details.

The long and elaborate investigation which you have given the subject during the summer and fall as a member of the board selected for that especial object, enables you, with the free communication you have

* See Series I, vol. 6, pp. 619, 620.

had with the Department, to bring to the subject a very thorough knowledge of the whole details and purposes of the Government.

The men and means embarked in this expedition are of such magnitude that the country has reason to expect therefrom great and gratifying results. It is believed that no more effective blows can be inflicted upon those who are engaged in this causeless and unnatural rebellion than by naval expeditions and demonstrations on the coast.

Great power is necessarily intrusted to you, and with it great confidence in your discretion, courage, and ability to guide and direct the energies of the brave and loyal men who gladly peril their lives under your lead to vindicate the nationality of the flag, sustain the integrity of the Union, maintain the supremacy of the Constitution, and enforce the execution of the laws. On your well directed efforts and those of your associates will depend in a great degree the speedy and successful termination of this unhappy contest.

It is proper that I should enjoin upon you to improve every favorable opportunity to cultivate friendly feelings with the people, and induce them to return to their duty and their allegiance. Impress upon them the desire of the Government and their fellow-citizens for a return of those peaceful relations which once existed, and which ought never to have been interrupted. Your acts and words, on all occasions, you will make correspond with these declarations.

The military force, which, under the direction of the Secretary of War, accompanies the naval expedition, will cooperate with you for the purpose of taking possession of and holding, as stated, at least two of the places that have been enumerated, and in concert with you, taking other measures for maintaining the national authority and enforcing the execution of the laws.

By a recent order* of the President, a copy of which has been forwarded to you, flag-officers rank as major-generals; but no officer of the Army or Navy, whatever may be his rank, can assume any direct command, independent of consent, over an officer of the other service, excepting only when land forces are expressly embarked in vessels of war to do the duty of marines.

The President expects and requires, however, the most cordial and effectual cooperation between the officers of the two services in taking possession of and holding the posts and positions on our Southern coast which are designated in these instructions, and will hold any commander of either branch to a strict responsibility for any failure to procure harmony and secure the objects proposed.

I am, very respectfully, etc.,

GIDEON WELLES.

[Flag-Officer S. F. DU PONT.]

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the U. S. S. Curlew.

NAVY DEPARTMENT, October 12, 1861.

SIR: So soon as you can spare the *Curlew* from your expedition, you will dispatch that vessel north to continue her experimental cruise.

She might come home with dispatches.

I am, respectfully,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron, New York.

* See Series I, vol. 6, p. 293.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting request from the Secretary of the Treasury for naval protection of Florida lights.

NAVY DEPARTMENT, *October 14, 1861.*

SIR: The Department herewith encloses, and invites your early attention to the subject referred to, a copy of a communication from the Hon. S. P. Chase, Secretary of the Treasury, dated the 11th instant, in relation to the lights on the Florida coast and reef, which he desires may be protected.

I am, respectfully, etc.,

GIDEON WELLES.

SAML. F. DU PONT,

*Appointed to Command South Atlantic Blockading Squadron,
Hampton Roads.*

[Enclosure.]

TREASURY DEPARTMENT, *October 11, 1861.*

SIR: A band of lawless persons have recently attacked the light-house and destroyed or removed the expensive illuminating apparatus from the two important lights, Jupiter Inlet and Cape Florida, and the Department has been informed that the two important lights at Carysfort Reef and at Dry Bank, near Sombrero Key on the Florida Reefs, have been threatened.

Commander Pickering, lately the light-house inspector on that coast, is of the opinion (and in this opinion the Light-House Board fully concurs) that a small vessel properly armed, not drawing over 7 feet of water, could protect all the lights on the Florida Reefs and do other efficient service by cruising in the Hawk Channel between Cape Florida and Sombrero Key. There are, as will be seen by the Coast Survey charts, entrances through the reef from the Florida Reefs into Hawk Channel south of Cape Florida.

This Department has received numerous communications on this subject from merchants, presidents of insurance companies, and from other sources of the highest respectability.

I would be pleased, therefore, if the exigencies of the naval service would allow of the employment of such a force along and inside of the Florida Reefs.

I am, very respectfully,

S. P. CHASE,
Secretary of the Treasury.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

ANNAPOLIS, *October 14, 1861.*

No news. President in a great hurry. When will the Navy be concentrated at the rendezvous?

T. W. SHERMAN,
Brigadier-General.

Commodore DU PONT, U. S. Navy.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding measures for preventing the shipment of supplies to the enemy.

NAVY DEPARTMENT, October 14, 1861.

SIR: I herewith enclose an extract from a dispatch addressed to the Hon. William H. Seward by the United States consul at Nassau, New Providence, in which he suggests the propriety of directing a vessel of war to cruise in the Gulf Stream between Nassau and the Florida coast, for the purpose of preventing the shipment of supplies to the rebels. The Department thinks the suggestion a good one, and that you should carry it out when the force under your command will warrant it.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Hampton Roads, Virginia.

Order of the Secretary of the Navy to the Colonel-Commandant U. S. Marine Corps for the immediate departure of marines on coast expedition.

NAVY DEPARTMENT, October 15, 1861.

SIR: The battalion of marines under command of Major Reynolds, which is to form part of the coast expedition, will embark forthwith on the U. S. S. *Pawnee* and proceed to Hampton Roads, where they will report to Flag-Officer S. F. Du Pont on board the *Wabash*.

Very respectfully,

GIDEON WELLES.

Col. JOHN HARRIS,
Colonel Commandant U. S. Marine Corps, Washington.

General order from Flag-Officer Du Pont, U. S. Navy, for the departure from New York of the vessels under his command.

Circular.]

NEW YORK, October 15, 1861.

SIR: Until further instructions are issued, the following general orders will be observed in the sailing of the squadron:

1st. The ships composing the squadron will, on signals being made, get underway in the succession hereinafter mentioned and take up the simple order of sailing of the line ahead, the flagship forming the leading ship of the line and the courses varying with the channels.

The order of succession will be according to rank.

2d. After passing Sandy Hook and hauling to the southward, the squadron will, on signal being made, form the general order on two lines of bearing making a salient angle of 90 degrees, each ship making an angle of 45 degrees from the course with the bow and 135 degrees with the quarter ships, the commander in chief occupying the vertex of the angle.

To form this order the ships will pass alternately to the port and starboard lines of bearing, commencing with the senior officer (after the flag-officer) present, who will begin the maneuver by putting his helm to starboard, when the movement will be simultaneous throughout the squadron.

The distance or interval between the ships in the line ahead will be one cable's length, and in the double line of bearing two cables' lengths.

Very respectfully,

S. F. DU PONT,
Flag-Officer, etc.

Commander J. R. GOLDSBOROUGH,
U. S. S. Florida.

P. S.—In the event of separation, the rendezvous is Hampton Roads.
S. F. D.

Report of Flag-Officer Du Pont, U. S. Navy, of his departure from New York with the vessels of his command.

STEAM FRIGATE WABASH,
Sandy Hook, October 16, 1861.

SIR: I have the satisfaction to report to the Department that I left to-day at 1 p. m. the anchorage off the Battery, accompanied by the steamers *Florida*, *Augusta*, and *Alabama*, and the gunboats *Unadilla* and *Ottawa*, to be followed in a few hours by the *Seneca*.

I leave behind at the navy yard the *Bienville*, *Isaac Smith*, *Pembina*, *Shawsheen*, *Ellen*, and *Whitehall*.

Having sent off the *Adger* and *Curlaw*, I feel a great desire the *Bienville* should be pushed forward.

The *Mohican* arrived in the night. She had a heavy gale after leaving Boston; she follows to-morrow night, wanting some men, etc.

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

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Nicholson, U. S. Navy, urging dispatch in the preparation of the U. S. S. Isaac Smith.

STEAM FRIGATE WABASH, *October 16, 1861.*

SIR: The *Isaac Smith*, under your command, has been assigned to the South Atlantic Blockading Squadron. Flag-Officer Breese will indicate the point of rendezvous. I write to urge upon you every exertion that will accelerate your departure.

If you can leave on Thursday evening you can overtake me in the roads; if later, there will be no certainty. I shall be much disappointed not to have the *Isaac Smith* with me.

Very respectfully, yours,

S. F. DU PONT,
Flag-Officer, etc.

Lieutenant Commanding J. W. A. NICHOLSON,
Commanding Isaac Smith.

[Order of same date and like tenor to Lieutenant J. P. Bankhead, U. S. Navy, commanding U. S. S. *Pembina*.]

Letter from the Secretary of the Treasury to the Secretary of the Navy regarding measures for making hydrographic surveys.

TREASURY DEPARTMENT, *October 17, 1861.*

SIR: I have the honor to acknowledge the receipt of your letter of the 16th instant, requesting that authority may be given to the Superintendent of the Coast Survey to attach the steamer *Vixen* and schooner *Arago* to the fleet under command of Flag-Officer S. F. Du Pont, for the purpose of making hydrographic surveys.

I enclose a letter addressed to the Superintendent of the Coast Survey, authorizing him to comply with your request should the vessels be available.

I am, very respectfully,

S. P. CHASE,
Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

TREASURY DEPARTMENT, *October 17, 1861.*

SIR: I enclose herewith a copy of a letter, under date of the 16th instant, from the Secretary of the Navy, requesting that the steamer *Vixen* and schooner *Arago* may be attached to the fleet under command of Flag-Officer S. F. Du Pont for the purpose of making hydrographic surveys.

Should the said vessels be available for the purpose indicated, you are authorized to comply with the request of the Secretary of the Navy.

I am, very respectfully,

S. P. CHASE,
Secretary of the Treasury.

Professor A. D. BACHE,
Superintendent Coast Survey, Washington, D. C.

Letter from the Assistant Secretary of War to the Assistant Secretary of the Navy, regarding instructions furnished to General Sherman, U. S. Army.

WAR DEPARTMENT, *October 17, 1861.*

SIR: Yours of this date relative to the instructions to General Sherman has been duly received. In reply I have the honor to state that this Department has furnished General Sherman with copies of those instructions for the naval commanders of the expedition.

Respectfully,

THOMAS A. SCOTT,
Assistant Secretary.

Hon. G. V. FOX,
Assistant Secretary Navy.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, transmitting copies of his orders relative to cooperative coast expedition.

HEADQUARTERS EXPEDITIONARY CORPS,
Annapolis, October 18, 1861.

COMMODORE: I have the honor to enclose herewith, by direction of the Secretary of War, copies of certain instructions to me from Lieutenant-General Scott and the War Department.

Very respectfully, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding.

Commodore S. F. DU PONT, U. S. Navy,
Commanding Fleet.

[Enclosures.]

HEADQUARTERS OF THE ARMY,
Washington, October 14, 1861.

SIR: You have been selected to command the land portion of a joint expedition with a naval squadron, and selected on account of its importance.

A short letter of general instructions you have already received from the War Department, and are fully impressed with the principal objects of the expedition. Wishing to leave you a wide margin of discretion, I have but little to add, and that little relates to the principles which govern cooperation in joint expeditions.

No land officer can be subjected, in strictness, to the orders of any sea officer unless placed on ship to serve as a marine, and no sea officer under the orders of a land officer unless placed in some fortification to assist in its defense, or before it to assist in its capture. But land troops, embarked in vessels of war for transportation merely, will be considered, in respect to naval commanders, as passengers, subject, of course, to the internal regulations of the vessels.

Cordiality and deference on the part of our land forces toward those of our Navy, in the joint service in question, need scarcely be enjoined. Hearty reciprocity can not fail to be the result. To this end free and frequent conferences between the joint commanders are recommended. Accordingly the President, Commander in Chief of the Army and Navy, requires and expects the most effective and cordial cooperation between the commanders of the expedition, their officers, and men, and will hold all, in proportion to rank, to a strict and severe responsibility for any failure to preserve harmony and to secure all the objects of the joint expedition.

You will take care to maintain strict order and discipline among your troops; not to neglect opportunities of making the prescribed returns to the Adjutant-General, and to report to him every incident of importance that may occur to your command.

With full confidence in your zeal and ability,
I remain, with great respect, yours, truly,

WINFIELD SCOTT.

Brigadier-General T. W. SHERMAN,
U. S. Volunteers.

WAR DEPARTMENT, *October 14, 1861.*

SIR: In conducting military operations within States declared by the proclamation of the President to be in a state of insurrection you will govern yourself, so far as persons held to service under the laws of such States are concerned, by the principles of the letters addressed by me to Major-General Butler on 30th of May and the 8th of August, copies of which are herewith furnished to you.

Special directions, adapted to special circumstances, can not be given. Much must be referred to your own discretion as commanding general of the expedition.

You will, however, in general, avail yourself of the services of any persons, whether fugitives from labor or not, who may offer them to the National Government. You will employ such persons in such services as they may be fitted for, either as ordinary employés or, in special circumstances seem to require it, in any other capacity, with such organization, in squads, companies, or otherwise, as you may deem most beneficial to the service; this, however, not to be a general arming of them for military service.

You will assure all loyal masters that Congress will provide just compensation to them for the loss of the services of the persons so employed.

It is believed that the course thus indicated will best secure the substantial rights of loyal masters and the proper benefits to the United States of the services of all disposed to support the Government, while it will avoid all interference with the social systems or local institutions of every State beyond that which insurrection makes unavoidable, and which a restoration of peaceful relations to the Union, under the Constitution, will immediately remove.

Respectfully,

SIMON CAMERON,
Secretary of War.

Brigadier-General T. W. SHERMAN,
Commanding Expedition to the Southern Coast.

Letter from the Superintendent Coast Survey to the Assistant Secretary of the Navy regarding the preparation of Coast Survey vessels for duty in Southern waters.

BOSTON, *October 18, 1861.*

MY DEAR SIR: Mr. Boutelle is here and will proceed at once to New York for the *Vixen*, which is meanwhile preparing for sea by Captain Carlisle P. Patterson, and will be ready on Monday.

The schooner *Arago*, under Mr. Platt, left Eastport, [Me.], on Tuesday last. When she reaches New York she will require a pivot gun and two rifle sixes. The Governor of Maine had lent two sixes to her, but required them to be landed before she left the waters of the State. Will you send an order for the armament, that nothing may delay her.

I write to-night to Captain Rodgers about the Savannah River, of which I have just received the chart.

So far matters move on as quickly as I had expected.

Truly and respectfully, yours,

A. D. BACHE.

Hon. G. V. Fox,
Assistant Secretary Navy.

Do not forget to apply to Secretary Treasury for authority to be issued to Superintendent Coast Survey to detail steamer *Vixen* and schooner *Arago* in connection with the blockading squadron of Commodore Du Pont for surveying purposes.

Yours,

A. D. B.

Report of Commander Missroon, U. S. Navy, regarding the movements of the U. S. steamers Rhode Island and Monticello.

U. S. S. RHODE ISLAND,
Off Charleston, S. C., October 18, 1861.

SIR: I leave this communication to inform you that I expect to reach the *Savannah* to-night or at early daylight, and that the steamer *Monticello* proceeds to her station off Savannah this evening with, as her commander informs me, thirteen days' fuel, which I deem it important for you to know.

Respectfully, sir, your obedient servant,

J. S. MISSROON,
Commander.

Flag-Officer S. F. DU PONT,
Commanding Southern Division, U. S. Forces.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the U. S. S. Iroquois.

NAVY DEPARTMENT, October 18, 1861.

SIR: So soon as you can spare the *Iroquois* from your immediate operations dispatch her to the Gulf to report to Flag-Officer McKean. I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Hampton Roads.

Letter from William Sewell to the Secretary of the Navy regarding the inefficiency of the blockade.

86 CEDAR STREET, NEW YORK,
October 19, 1861.

SIR: I have seen a letter from an officer on board the U. S. S. *Iroquois*, off the port of Savannah, Ga., of which the following is an extract:

We are some 12 miles from the shore; can just see the outlines of the land and that is all; the *St. Lawrence* is here also. The blockade is a perfect farce, I think, for we can see steamers run up and down the coast every day, and we are so far off that we are useless; before we could get underway they would be out of sight.

The letter is dated in August.

My object in writing is to show you how things are done there, and will account for the escape of the steamer *Nashville*. You, sir, have to

bear the blame, when it is the fault of the commanders of the vessels placed there to blockade the port.

Very respectfully, your obedient servant,

WILLIAM SEWELL.

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

Report of Flag-Officer Du Pont, U. S. Navy, regarding the transportation of marine battalion in chartered steamer Governor.

FLAGSHIP WABASH,
Hampton Roads, October 19, 1861—8 p. m.

SIR: I hasten to report to the Department an important modification which I have made for the transportation of the marine battalion.

After mature deliberation I satisfied myself that the organization, discipline, and effectiveness of the battalion would be preserved and improved by keeping it together, a measure earnestly recommended to me by Major Reynolds.

Further, it may occur that this ship would be taken under fire before the marines were landed, and thus, without rendering any assistance, they would be unnecessarily exposed before their services could be availed of.

I have therefore deemed it best to charter a steamer (one most opportunely offering) and have placed the whole battalion and its officers on board the *Governor*, just from Boston with guns. I think the charter a moderate one and the vessel, drawing only 7 feet, will be able to follow wherever wanted.

The battalion was a good deal exposed on board the *Patence*, and was much relieved at getting into comfortable quarters and under cover.

Every moment of our time is occupied in some useful preparation, coaling, watering, exercising our boats with their howitzers, etc., Commodore Goldsborough doing everything to help us. Nothing down yet from Annapolis.

Enclosed is a copy of the charter party of the steamer *Governor*.

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

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron
Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the successful operation of the gunboats under steam or sail.

FLAGSHIP WABASH.
Hampton Roads, October 19, 1861.

SIR: Flag-Officer Goldsborough having reported* my arrival here, I had nothing of a special character to communicate yesterday.

It has occurred to me, in the absence of more specific reports from their commanders, that the Department would be gratified to learn that the gunboats are quite a success under steam or sail, so far as

* See Series I, vol. 6, p. 340.

our opportunities of judging permitted. This ship was put under double-reefed topsails, and no want of stability or any other defect presented itself in them.

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

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Order of the Secretary of the Navy to Commander Godon, U. S. Navy, commanding U. S. S. Mohican, to proceed to duty in the South Atlantic Blockading Squadron.

NAVY DEPARTMENT, October 20, 1861.

SIR: Proceed as early as practicable with the *Mohican* to New York and report to Commodore Breesee for the purpose of forming a part of the South Atlantic Blockading Squadron, Flag-Officer S. F. Du Pont.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander S. W. GODON,

Commanding U. S. S. Mohican, Boston.

[Telegram.]

BOSTON, October 20, 1861.

Please give telegraphic order to New York navy yard to arm *Vixen* and *Arago* immediately. *Vixen* leaves Tuesday.

A. D. BACHE.

Hon. G. V. FOX.

[Endorsement.]

Answered October 20, 1861.

Please have what armament you have put on board the *Vixen* and *Arago* early as convenient, as they are wanted immediately.

G. V. FOX,
Assistant Secretary.

COMMANDANT NEW YORK NAVY YARD.

Instructions from Flag-Officer Du Pont, U. S. Navy, regarding the order of movement of vessels from Hampton Roads.

Circular.]

OCTOBER 23, 1861.

SIR: The following-named vessels of the fleet under my command will, on signals being made, get underway and leave Hampton Roads in the third order of steaming, or the double line ahead, viz:

Ottawa.	○	○	Wabash.
Pawnee.	○	○	Unadilla.
Isaac Smith.	○	○	Seneca.
Curlew.	○	○	Pembina.
Penguin.	○	○	R. B. Forbes.
		○	Pocahontas.

These vessels when outside will form the line abreast, according to the diagram, except the two last, which are the flanking vessels of the column of transports on the east (as shown in the diagram). They will therefore take their positions as prescribed in the diagram in rear of the left of the line, and await the transports.

After the above-named vessels, will follow the transports in succession, thus: first, the *Vanderbilt* and those composing the third column of transports, of which the *Vanderbilt* is the leading ship; then the *Baltic* and those composing the first or center column of transports, of which the *Baltic* is the leading ship, and lastly, the *Atlantic* and those composing the second or right column of transports, of which the *Atlantic* is the leading ship.

The transports will form, when in the offing, in three columns, in the line ahead, under their respective leader, as shown in the diagram.

After the transports will follow the *Florida* and *Augusta*, which are to flank the transports on the west, and lastly the *Mohican* and *Seminole*, which are to cover the rear of the fleet, as shown in the diagram.

The following general directions are to be observed:

1st. Each vessel is to keep her own place in line abreast or ahead, as the case may be, and not leave except by signal.

2d. The transports will follow strictly, with or without signals, the leading vessel of their respective columns.

3d. The flagship will communicate with the transports through the leaders of the column only, and by means of Roger's marine signals.

Very respectfully,

S. F. DU PONT,

Flag-Officer, etc., U. S. S. Wabash.

Blockading instructions of Rear-Admiral Du Pont.

GENERAL ORDERS, }
No. 1. }

OCTOBER 24, 1861.

Commanding officers of blockading vessels under my command are to be governed by the following rules:

1st. Duly notify neutrals of the declaration of blockade, and give to it all the publicity in your power.

2d. The blockade must be strict and absolute, and only public armed vessels of foreign powers are to be permitted to enter the ports, which are placed in a state of blockade.

3d. Protect our commerce from the depredations of privateers, and, as a matter of course, capture them, and all other vessels of the enemy whenever you can do so, without being seduced away from your station.

4th. A lawful maritime blockade requires the actual presence of an adequate force, stationed at the entrance of the port, sufficiently near to prevent communication. The only exception to this rule arises out of the occasional temporary absence of the blockading vessels, produced by accident, as in the case of a storm, which does not suspend the legal operation of a blockade; and to take advantage of such an accidental absence is a fraudulent attempt to break the blockade, and will justify the application of penalties.

5th. A neutral or foreign vessel proceeding toward the entrance of a blockaded port is not to be captured or detained if she shall not have previously received from one of the blockading squadron a special

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

6th. Until the ports are closed by proclamation (that is, declared to be no longer ports of entry), the warning just mentioned is to be continued to all vessels, instead of capturing at once, as will be the case when they come to be so closed.

7th. Vessels leaving guarded insurgent ports without legal clearances are to be seized and sent in for adjudication. If it be claimed that there is not an effective blockade, and therefore that they are entitled to depart, still they must not disregard our municipal laws and the requirements of the National Government. If they do, they incur the penalties and are subject to the forfeitures which the laws impose.

8th. Vessels with contraband goods on board, approaching any of the blockaded ports, or vessels that may have cleared for any of those ports, and be found, with a due warning on their papers, hovering about any of them, are all to be seized and sent in for adjudication.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

[To accompany General Orders, No. 1.]

FLAGSHIP WABASH,
Hampton Roads, October 24, 1861.

SIR: You will, after receipt of this order, furnish me with a tabular statement, weekly, of each and every vessel spoken and boarded, with date, name, name of captain, nationality, position, cargo, where from, where bound, and such other remarks as may be deemed necessary.

You will take care to examine the character of any vessel within your reach.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

[Addressed to same commanding officers as preceding.]

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the shipment, by the steamer Fingal, of munitions of war for the Confederate Government.

Confidential.]

NAVY DEPARTMENT, *October 24, 1861.*

SIR: Authentic information has been received that a large quantity of rifles, powder, swords, and munitions of various kinds were shipped near London on board the steamer *Colletis*, which left the Thames on the 29th ultimo for Greenock, Scotland, where her cargo was to be transferred to the new iron screw steamer *Fingal*. The transshipment is made to throw this Government off its guard. The *Fingal* is schooner-rigged, with two masts, has a round stern, the bust of a man for a head, has one deck and a poop, is 186 feet long and 25 feet wide, and 12 $\frac{2}{5}$ feet depth of hold. She is British built and her tonnage is a little

short of 500 tons. Her cargo consists of 31,000 pounds powder, 525,000 cartridges, 1,550,000 percussion caps, 1,500 rifled "Brown Bessies," 300 sword bayonets, a large quantity of paper for cartridges, and other articles much needed in the States in insurrection. A contract has also been made in England for a larger amount of similar articles, to be shipped by another vessel which was to follow within two weeks of the sailing of the *Fingal*. Contracts have also been made for a large quantity of arms to be shipped as occasion offers. The *Fingal* will, of course, sail under the English flag, and will undoubtedly attempt to enter one of the Southern ports. The Department does not consider it necessary to urge you to increased watchfulness to prevent this vessel from landing her cargo. An enumeration of the leading articles on board of her is surely sufficient to indicate the importance of preventing their getting into the hands of the insurrectionists and of capturing the vessel if possible; for, if she fails in attempting to enter one of the Southern ports, she may proceed to the West Indies and land her cargo, in hopes of getting it into the States in smaller quantities and at different times.

Very respectfully,

GIDEON WELLES.

[Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.]

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting consular information regarding the steamer Fingal.

NAVY DEPARTMENT, *October 25, 1861.*

SIR: I transmit herewith further information concerning the steamer *Fingal*, which is fitting out in England for the purpose of attempting to run the blockade, as is suspected.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAMUEL F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

CONSULATE OF THE UNITED STATES,
Glasgow, October 8, 1861.

SIR: I am instructed by Mr. Adams to send you such particulars as I can quietly get of the steamer *Fingal*, which has been rapidly loading arms and ammunition at Greenock, ostensibly for Jamaica and Honduras.

This steamer at time of writing this is, I am informed, getting up steam to proceed to sea, and has on board, my informant thinks, about 300 or 400 bales, which may contain army uniforms and clothing, about 300 cases of rifles and 150 cases of pistols, some cannon (3 or more), and gunpowder.

This steamer came into dock at Greenock late on Sunday night last, and commenced receiving cargo and has worked uninterruptedly day and night until this afternoon, when she hauled into the stream and received her gunpowder.

She is supposed to have on board 500 or 600 tons of cargo, of the description as stated. The cases of rifles were received by train from

London on Saturday, marked "A," and consigned to "A." I employed a competent party, fully trustworthy, to watch these cases and give me early information of their destination, as, in accordance with my instructions from the minister, I did not wish to appear prominently in this matter. Some of the cases were opened on the wharf, and the contents were found to be very superior rifles, much better arms than are shipped from here to the West Indies for commercial purposes. I have had no interview with any of the customs officials in regard to this vessel, but my informant has conversed with some of them and learned that they had been suspicious of the intended destination being for a lawful purpose, and had applied to the board of customs at London for but received no authority to detain the vessel. My informant intimated his suspicions that the vessel was intended for the American coast, which they said was quite likely, but they had no authority to interfere. As this vessel, I have no doubt, will sail to-night and in due time make her appearance somewhere in American waters, I forward a description of her appearance. She is a screw propeller of 462 tons register, 2 engines of 120-horsepower, nominal; is 185 feet long, 25 feet 6 inches beam, 12 feet 9 inches deep; has one deck with poop cabin, two masts, schooner-rigged, round stern, half man head, iron hull; was built on the Clyde about six months since for Mr. David Hutchinson, of this city, a very respectable merchant, in whose name she still stands registered at the custom-house here, although sold by him, as is alleged, some weeks since to a Mr. A. C. Byrne, a stranger here, but reported of Liverpool. The master's name is Anderson. Her crew have not been shipped at the regular shipping office at Greenock, so I can not get particulars; but I understand they will be pretty numerous for such a small vessel.

I shall endeavor to get further particulars of the cargo and outfits of this vessel to be sent to Mr. Adams as early as possible.

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

WM. COOK,
U. S. Vice-Consul.

HON. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna, off Charleston.

FLAGSHIP WABASH,
Hampton Roads, October 25, 1861.

Private.]

DEAR LARDNER: On receiving the report of the survey on the engine of the *Susquehanna*, I dispatch, with haste, the *Alabama* to preserve the efficiency of the blockade.

Wait off Charleston for further orders from me, and do not speak of my coming.

Yours, faithfully, in haste,

S. F. DU PONT.

Captain JAMES I. LARDNER,
U. S. Steam Frigate *Susquehanna*, off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Haggerty, U. S. Navy, commanding U. S. ship Vandalia, to convoy coal and powder ships to the place of rendezvous.

FLAGSHIP WABASH,
Hampton Roads, October 26, 1861.

SIR: The duty is hereby assigned to you of convoying to the place of rendezvous the coal and powder ships belonging to the squadron and to the transports composing this expedition.

The armed bark the *Gem of the Sea*, of the volunteer navy, will assist in this duty, and Captain Baxter is ordered to report to you accordingly and wait your specific instructions.

The following is a list of the vessels placed under your convoy:

Belonging to the squadron.—Brig *Belle of the Bay*, bark *Jane A. Bishop*, schooner *Western Star*, brig *E. P. Stewart*, ship *Courier*.

Coal ships for transports.—*Aid* (schooner), *Charles M. Neal*, *N. E. Clark*, *Susan F. Abbott*, *H. J. Allen*, *J. M. Vance*, *William G. Audenried*, *Sarah J. Bright*, *Elizabeth English*, *Effort*, *Saratoga*, *Rachel S. Miller*, *Lewis Chester*, *Sarah Cullen*, *J. Frambes*, *J. S. Hewitt*, *Snowflake*, *Jane Satterthwaite*, *Willard Saulsbury*, *D. Maloney* (brig).

You will proceed to sea with the first fair wind and make the best of your way to the port designated in the enclosed confidential communication, which you will not open until after passing Cape Henry.

It affords me pleasure to say that, in consequence of our necessarily slow movements, you will, provided you use dispatch, arrive in time to take part in the operations of the fleet.

You will please instruct the freight vessels in your convoy to make for Savannah, Ga., if separated from your pennant.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Commander FRANCIS S. HAGGERTY, U. S. Navy,
Commanding U. S. Ship Vandalia, Hampton Roads.

[Enclosure.]

Confidential.]

FLAGSHIP WABASH,
Hampton Roads, October 26, 1861.

SIR: Port Royal, S. C., is the port of destination for yourself and the ships under your convoy.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Commander FRANCIS S. HAGGERTY, U. S. Navy,
U. S. S. Vandalia, Hampton Roads.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Baxter, U. S. Navy, regarding convoy duty.

FLAGSHIP WABASH,
Hampton Roads, October 26, 1861.

SIR: You will report yourself to Commander Francis S. Haggerty, commanding U. S. ship *Vandalia*, to take part in the convoy of certain

vessels and for such other duty as he may assign to the vessels under your command.

In the event of separation from the *Vandalia*, you will open the enclosed confidential communication.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Acting Volunteer Lieutenant I. B. BAXTER,
U. S. Bark Gem of the Sea, Hampton Roads.

[Enclosure.]

Confidential.]

FLAGSHIP WABASH,
Hampton Roads, October 26, 1861.

SIR: In the event of separation from the *Vandalia*, you will make the best of your way to Port Royal, S. C.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Acting Volunteer Lieutenant I. B. BAXTER, U. S. Navy,
U. S. Bark Gem of the Sea, Hampton Roads.

[Endorsed, confidential.]

To be opened in the event of separation from the *Vandalia*, but not otherwise.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the disabled condition of the U. S. S. Shawsheen.

FLAGSHIP WABASH,
Hampton Roads, October 28, 1861.

SIR: I have to report the arrival yesterday of the U. S. S. *Shawsheen* from New York in a disabled condition.

Enclosed is the report of Charles Bordman, the carpenter of this ship.

I have, consequently, ordered Acting Lieutenant E. R. Colhoun, commanding the *Shawsheen*, to proceed to Baltimore and report his arrival to the Department, from which he will receive orders concerning the necessary repairs to his vessel.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Flag-Officer Du Pont, U. S. Navy, announcing the departure of his squadron from Hampton Roads.

U. S. S. WABASH,
Under Steam, Tuesday, October 29, 1861—9 a. m.

MY DEAR SIR: Please inform Mr. Welles that we are off, and the pilot will soon leave. There seems but one opinion now as to having waited for such a start, and I trust our present prospects and hopes will be realized.

Twenty-eight days ago this expedition, though long meditated by the wisdom of the Department, had in reality no form or substance.

In my judgment nothing more could well have been added in that time. I felt at the time of the final decision at Mr. Seward's house, October 1, that the embarkation at Annapolis was an error. The troops have been too long on board, and are too raw, but the generals are able.

The ships of my squadron are in as high condition as I can expect, and I am thankful to the Department for its endeavors to make it as efficient as possible, and to your practical, intelligent, and personal supervision and zeal I shall ever recur, whatever the results in store for us may be.

We have considerable power to carry on an offensive warfare; that of endurance against forts is not commensurate. But in so righteous a cause as ours, and against so wicked a rebellion, we must overcome all difficulties.

Please give my highest regards to Mr. Welles, and believe me, my dear sir, yours, faithfully,

S. F. DU PONT,
Flag-Officer, etc.

Hon. G. V. Fox,
Assistant Secretary of the Navy, Washington.

9:30—Pilot leaves.

Order of Commander Missroon, U. S. Navy, to Lieutenant Braine, U. S. Navy, commanding U. S. S. Monticello, regarding the station of that vessel.

U. S. SHIP SAVANNAH,
Off Tybee, October 31, 1861.

SIR: You will please now occupy the position which I indicated yesterday, at the northwest extremity of the curve of deep soundings, in order to prevent any attempt that may be made by vessels to pass from Savannah, abreast of Hilton Head Island, toward the channel from Port Royal Sound by day or by night, and especially at night.

The Coast Survey chart shows that 14 feet may be carried at high water, but your station, as near Hilton Head Island as may be safely taken by your vessel, would bring such vessels under your guns.

Let it be regarded as your night station particularly, and you will please maintain a commanding position by day also, except by special signal.

I believe it probable that attempts will now soon be made to evade the blockade. Increased vigilance will hereafter be observed from our mastheads and timely notice given you to chase.

Respectfully, sir,

J. S. MISSROON,
Commander.

Lieutenant Commanding D. L. BRAINE,
Commanding Monticello.

Report of Commander Missroon, U. S. Navy, regarding the absence of the U. S. S. Monticello from the blockade of Savannah, Ga., November 1 and 2, 1861.

U. S. SHIP SAVANNAH,
Port Royal, S. C., January 15, 1862.

SIR: I beg leave to reply minutely to your question of yesterday in respect to the departure of the steamer *Monticello* from her station off Savannah.

On the morning of the 1st November last the severest gale of the season set in, when this ship and the *Monticello* were both close in with the Savannah Bar, and both proceeded to sea without interchange of signals as a measure necessary to their preservation.

During the forenoon of the 2d November, before the gale had abated, when in the Gulf Stream, the *Monticello* hove in sight and made signal, "Disabled or damaged is the engine," followed by the signal for permission to "fetch into port that I can," to which I assented for the following reasons, viz, the difficulty of communicating further in a gale, the responsibility of the commander for his statement as to the extent of the damage which he had represented, and particularly the fact of her inability to render further service off Savannah for want of fuel, Lieutenant Commander Braine having reported to me two days before the gale of the 1st November that he had only five days' fuel on board for low steaming, and knowing that the expenditure had been unexpectedly large in the preceding twenty-nine hours.

On the 1st October Lieutenant Commander Braine reported to me, off Charleston, that he had then only thirteen days' fuel on board, of which I notified you in a letter left on board the *Roanoke*, supposing that you would receive it within three or four days of its date.

The *Bermuda* is said to have escaped from Savannah on the night of the 2d November in thick weather. The *Monticello* could not have regained the station to have prevented her departure in her damaged condition.

Respectfully, sir, your obedient servant,

J. S. MISSROON,
Commander.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Correspondence regarding rescue of the marine battalion from the transport steamer Governor by the U. S. ship Sabine, November 1-3, 1861.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 15, 1861.

SIR: I avail myself of the first moment of leisure to transmit to you the report of Major John George Reynolds, commanding the battalion of marines attached to my squadron, in which he relates all the circumstances attending the loss of the chartered steamer *Governor* and the rescue of himself and his command by the frigate *Sabine*, Captain Ringgold.

The Department will find this report exceedingly interesting and will be gratified to learn that the conduct of the officers and of nearly all the men of the battalion was such as to command Major Reynolds' approval, as it will, I doubt not, receive the favorable notice of the Department.

The established reputation and high standing of Major Reynolds might almost dispense with any observations of my own upon the bravery and high sense of honor which he displayed in disputing with Mr. Weidman (though not a seaman) the privilege of being the last to leave the wreck.

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

Flag-Officer, Commanding South Atlantic Squadron.

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

Reports of Major Reynolds, U. S. Marine Corps, commanding battalion.

U. S. SHIP SABINE,

. At Sea, November 8, 1861.

SIR: I have the honor to report that the marine battalion under my command left Hampton Roads on transport steamboat *Governor* on the morning of Tuesday, the 29th of October, with the other vessels of the fleet, and continued with them near the flagship *Wabash* until Friday, the 1st of November.

On Friday morning about 10 o'clock the wind began to freshen, and by 12 or 1 blew so violently we were obliged to keep her head directly to the wind, and thereby leave the squadron, which apparently stood its course.

Throughout the afternoon the gale continued to increase, though the *Governor* stood it well until about 4 o'clock. About this time we were struck by two or three very heavy seas, which broke the port hog brace in two places, the brace tending inward. This was immediately followed by the breaking of the hog brace on the starboard side. By great exertions on the part of the officers and men of the battalion these braces were so well stayed and supported that no immediate danger was apprehended from them.

Up to this time the engine worked well. Soon after the brace chains [guys] which supported the smokestack parted, and it went overboard. Some 3 feet of it above the hurricane deck remained, which enabled us to keep up the fires. Soon after the loss of the smokestack the steam pipe burst. After this occurrence we were unable to make more than 14 pounds of steam, which was reduced as soon as the engine commenced working to from 3 to 5 pounds. The consequence was we had to stop the engine frequently in order to increase the head of steam. At this period the steamer was making water freely, but was easily kept clear by the pumps of the engine whenever it could be worked. About 5 o'clock we discovered a steamer with a ship in tow, which we supposed to be the *Ocean Queen*. To attract attention we sent up rockets, which signals she answered. When our rockets, six in all, were gone, we kept up a fire of musketry for a long time, but, the sea running high and the wind being violent, she could render us no assistance. She continued on her course, in sight the greater part of the night. About 3 o'clock Saturday morning the packing round the cylinder head blew out, rendering the engine totally useless for some time. The engine was finally put in running order, although it went very slowly. The rudder chain was carried away during the night, the water gaining constantly on us and the boat laboring violently. At every lurch we apprehended the hog braces would be carried away, the effect of which would have been to tear out the entire starboard side of the boat, collapse the boiler, and carry away the wheelhouse. Early in the morning the rudderhead broke, the engine was of very little use, the water still gaining on us rapidly, and we entirely at the mercy of the wind. It was only by the untiring exertions of our men that we were kept afloat. Nearly one hundred of them were kept constantly pumping and bailing, and the rest were holding fast the ropes which supported the hog braces.

Toward morning the weather, which during the night had been dark and rainy, seemed to brighten and the wind to lull. At daybreak two vessels were seen on our starboard bow, one of which proved to be the U. S. S. *Isaac Smith*, commanded by Lieutenant J. W. A. Nicholson, of the Navy. She descried our signal of distress, which was ensign half-mast, union down, and stood for us. About 10 o'clock we were hailed

by the *Smith* and given to understand that if possible we should all be taken on board. A boat was lowered from her and we were enabled to take a hawser. This, through the carelessness of Captain [O. L.] Litchfield, of the *Governor*, was soon cast off or unavoidably let go. The water was still gaining on us. The engine could be worked but little, and it appeared that our only hope of safety was gone.

The *Smith* now stood off, but soon returned, and by 1 o'clock we had another hawser from her and were again in tow. A sail (the propeller bark *Young Rover*) which had been discovered on our starboard bow during the morning was soon within hailing distance.

The captain proffered all the assistance he could give, though at the time he could do nothing, owing to the severity of the weather. The hawser from the *Smith* again parted, and we were once more adrift. The *Young Rover* now stood for us again, and the captain said he would stand by us till the last, for which encouragement he received a heart-felt cheer from the men. He also informed us [that] a large frigate was ahead standing for us. He then stood for the frigate, made signals of distress and returned.

The frigate soon came into view and hope once more cheered the hearts of all on board the transport. Between 2 and 3 o'clock the U. S. frigate *Sabine* (Captain Ringgold) was within hail, and the assurance given that all hands would be taken on board. After a little delay the *Sabine* came to anchor. We followed her example, and a hawser was passed to us. It was now late in the day and there were no signs of an abatement of the gale. It was evident that whatever was to be done for our safety must be done without delay. About 8 or 9 o'clock the *Sabine* had paid out enough chain to bring her stern close to our bow. Spars were rigged out over the stern of the frigate and every arrangement made for whipping our men on board, and some thirty men were rescued by this means. Three or four hawsers and an iron stream cable were parted by the plunging of the vessels. The *Governor* at this time had 3 feet water, which was rapidly increasing. It was evidently intended by the commanding officer of the *Sabine* to get the *Governor* alongside and let our men jump from the boat to the frigate. In our condition this appeared extremely hazardous. It seemed impossible for us to strike the frigate without instantly going to pieces. We were, however, brought alongside and some forty men succeeded in getting on board the frigate. One was crushed to death between the frigate and the steamer in attempting to gain a foothold on the frigate.

Shortly after being brought alongside the frigate the starboard quarter of the *Sabine* struck the port bow of the *Governor*, and carried away about 20 feet of the hurricane deck from the stem to the wheelhouse. The sea was running so high, and we being tossed so violently, it was deemed prudent to slack up the hawser and let the *Governor* fall astern of the frigate with the faint hope of weathering the gale till morning. All our provisions and other stores, indeed every movable article, were thrown overboard, and the water casks started to lighten the vessel. From half past 3 until daybreak the *Governor* floated in comparative safety, notwithstanding the water was rapidly gaining on her. At daybreak preparations were made for sending boats to our relief, although the sea was running high, and it being exceedingly dangerous for a boat to approach the guards of the steamer. In consequence the boats laid off and the men were obliged to jump into the sea, and were then hauled into the boats. All hands were thus providentially rescued from the wreck with the exception, I am pained to say, of 1 corporal and 6 privates, who were drowned or killed by the crush or

contact of the vessels. Those drowned were lost through their disobedience of orders in leaving the ranks, or abandoning their posts. After the troops were safely reembarked every exertion was directed to securing the arms, accouterments, ammunition, and other property which might have been saved after lightening the wreck. I am gratified in being able to say nearly all the arms were saved and about half the accouterments. The knapsacks, haversacks, and canteens were nearly all lost. About 10,000 round of cartridges were fortunately saved, and 9,000 lost. Since being on board of this ship every attention has been bestowed by Captain Ringgold and his officers toward recruiting the strength of our men and restoring them to such a condition as will enable us to take the field at the earliest possible moment. Too much praise can not be bestowed upon the officers and men under my command. All did nobly. The firmness with which they performed their duty is beyond all praise. For forty eight hours they stood at ropes and passed water to keep the ship afloat. Refreshments in both eating and drinking were passed to them at their posts by noncommissioned officers. It is impossible for troops to have conducted themselves better under such trying circumstances. The transport continued to float some three hours after she was abandoned, carrying with her when she sunk, I am grieved to say, company books and staff returns. In order to complete the personnel of the battalion, I have requested Captain Ringgold to meet a requisition for several privates, to which he has readily assented. I considered this requisition in order, as I have been informed by Captain Ringgold it is his intention, as orders were given for his ship to repair to a Northern port; in which event he can easily be supplied, and my command by the accommodation rendered complete, in order to meet any demand you make for our services.

Under God, we owe our preservation to Captain Ringgold and the officers of the *Sabine*, to whom we tender our heartfelt thanks for their untiring labors while we were in danger and their unceasing kindness since we have been on board the frigate.

This report is respectfully submitted.

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

JNO. GEO. REYNOLDS,

Commanding Battalion Marines, Southern Division.

Flag-Officer SAML. F. DU PONT,

Commanding U. S. Naval Expedition, Southern Coast.

P. S.—List of noncommissioned officers and privates drowned and injured by attempting to leave the U. S. transport steamer *Governor* without orders:

Corporal Thomas McKeown, Privates Manus Brown, Timothy Lacy, Lawrence Gorman, Thomas Walker, Robert Campbell, drowned; Private Edward H. Miller, cut in two by collision with *Sabine*; Private Gustave Smith, arm broken by collision with *Sabine*.

JNO. GEO. REYNOLDS,

Major, Commanding Battalion.

U. S. SHIP *SABINE*,
Off Port Royal, S: C., November 8, 1861.

COLONEL: I have to report serious disasters. My command has suffered greatly, but under the providence of God we have been preserved, and I hope for some good purpose to our country yet, although

despoiled of the full and ample equipments with which we were provided on leaving headquarters. You will observe by the detailed report to Commodore Du Pont, of which a copy is herewith enclosed, we are being refitted for service and hope to be able to take the field when required. Captain Ringgold has been untiring in his efforts for the good of the officers and men—his ship being bound home, has professed everything at his command toward equipping us for service. I am really at a loss to convey or express in words sufficiently strong my gratitude to Captain Ringgold and his officers for their uniform and undeviating kindness.

I have been compelled to draw from this ship 9 privates to make up the deficiency in our ranks occasioned by loss in drowning, etc.

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

JNO. GEO. REYNOLDS,

Comdg. Battalion Marines, Southern Blockading Squadron.

Colonel JOHN HARRIS,

Commandant Marine Corps, Washington, D. C.

Report of Captain Ringgold, U. S. Navy, commanding U. S. ship Sabine.

U. S. FRIGATE SABINE,

Off Port Royal, S. C., November 8, 1861.

SIR: On the morning of the 2d instant, while cruising off Georgetown, S. C., within the limits prescribed by Flag-Officer Goldsborough, I fell in with the transport steamer *Governor* in a sinking condition (in tow of the U. S. S. *Isaac Smith*, and in company with the U. S. bark *Young Rover*), with a battalion of marines under command of Major Reynolds, of the Marine Corps.

I am gratified to inform you that after great difficulty I succeeded in rescuing the whole battalion, with the exception of 1 corporal and 6 privates, who, through their own imprudence, threw themselves overboard, hoping to gain this ship, and were drowned.

I also took from the sinking steamer nearly all the arms, ammunition, accouterments, and clothing. Such of the latter as was lost I have felt it my duty to supply from the stock of marine clothing on board and from that of the paymaster.

I have also complied with the requisition of Major Reynolds for 8 privates from the marine guard of this ship, 7 of them to fill vacancies, caused as above stated, and 1 to supply the place of 1 whose arm was badly fractured in the attempt to get on board while the steamer was under our starboard quarter.

Knowing the great importance of the battalion to you, and in compliance with my own conviction of duty, and the urgent desire of Major Reynolds, I did not hesitate, temporarily, to leave my station and proceed with all dispatch to join you in order to restore so valuable a portion of your command, separated from the squadron by stress of weather and saved under the most perilous circumstances.

My ship had previously sustained serious injuries, and while engaged in the hazardous duty incident to the rescue, received others. Among them the spindle of the capstan was found to be sprung, and as the ship has at the utmost only ten days' water on board, it is absolutely incumbent on me to resume the blockade and carry out promptly the duties under my letter of instructions from Flag-Officer Goldsborough.

I therefore trust you will take immediate steps to provide for the transfer of the battalion to your squadron. The boats of my ship will be placed at the disposal of Major Reynolds.

I am, sir, very respectfully, your obedient servant,
 CADWALADER RINGGOLD,
Captain, Commanding Sabine.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Acting Master Weidman, U. S. Navy, regarding the operations of the steamer Governor, while under his command.

U. S. FRIGATE SABINE, *November 8, 1861.*

SIR: In accordance with your desire, I submit the following as coming under my observation while in charge of the steamer on which your command was embarked at Hampton Roads. My charge of the steamer commenced with the crash of the hog braces, when it became quite evident to those who observed the bearing of the captain of the boat, Mr. Litchfield, that a change was necessary. This was on the morning of Friday, November 1, about 11 o'clock. In taking charge of the steamer, the following facts presented themselves for my action: Her sponsons were found leaky and in an unseaworthy condition; her hull in very nearly as bad a condition; her pumps in wretched order; her hog braces rotten, insecurely fastened, and broken in several places; about 2 feet of water in her hold, and gaining slowly, all pumps going. To remedy the condition of the sponsons in a measure, I adopted the plan of changing my course so as to bring the wind on the quarters, alternately, so that after clearing one sponson, I could clear the other, and in the meanwhile keep the one previously cleared in comparatively good condition. To assist the pumps, bucket companies were formed, some of your officers taking charge. We gained on the leaks after bailing lively. Her pumps could not be repaired very readily, but one of the privates of your command put them in such a condition as to render them serviceable for some time. Her hog braces were secured as well as possible, they lasting during the whole gale. The gale at this stage of our difficulties was blowing strong, accompanied with a heavy sea. Its direction about S. E., the steamer making a N. W. course very nearly. I exerted myself to render her as easy as circumstances would permit, which I found was facilitated by starting all the water forward, and shifting, at different periods of the gale, her deck load from side to side. Late on Friday night, two vessels were discovered, which we signaled by means of rockets, etc., hoping that they would keep by us during the gale. They answered us, but we soon lost sight of them. I took about twenty minutes rest at midnight, when you and Lieutenant Corrie aroused me, calling my attention to a change in the weather. I informed you that I had little hopes of coming out safe, and proceeded to take additional precautions for the steamer's safety. The gale changed and blew strong from the southward and westward, the vessel riding easily head to wind. Several accidents succeeded each other in quick succession, soon after culminating in the fall of the smokestack, the bursting of the steam pipe, and the vessel becoming unmanageable. Notwithstanding these discouraging events your men worked nobly, and it was seldom found necessary to reprove any of your men. On Saturday morning the *Isaac Smith* spoke us, giving us to understand that she would save all of us at any cost. She passed us several hawsers, but unfortunately our vessel

acted so badly that it was found impossible to render her in any degree more comfortable. Soon after speaking the *Smith* the *Young Rover* spoke us, and gave us to understand that a large frigate was making for us. It proved to be the vessel we are now on. She, after a great deal of labor and trouble, succeeded in saving all of us, with few exceptions, who were either drowned or killed at various stages of the wreck. Before I close, I must mention that your officers aided me greatly in my attempts to keep the steamer afloat, particularly Captain Wiley, Lieutenants Huntington, Bartlett, and Mathews. Of the crew, the least I can say is that they were very, very worthless. The chief engineer and the chief mate conducted themselves as cowards and traitors only know how.

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

JOHN WEIDMAN.

Major REYNOLDS.

Commendatory letter from Flag-Officer Du Pont, U. S. Navy, to Major Reynolds, U. S. Marine Corps.

U. S. FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 19, 1861.

MAJOR: You will find herewith a communication addressed by me to the honorable Secretary of the Navy, forwarding your report in relation to the disaster at sea which overtook the transport *Governor*, on which you were embarked with the battalion of marines under your command.

I take this occasion to express to yourself, to the officers, noncommissioned officers, and privates of the battalion my warm appreciation of the good conduct and moral courage displayed by them on the occasion above alluded to. Deprived of any opportunity to exert themselves, and those whose duty it was to take measures to meet the emergency proving incompetent, your situation was a more trying one than any encounter with our enemy could have been.

I felt much anxiety in reference to the battalion, and was truly thankful to hear of its safe arrival.

I am, respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Major JNO. GEORGE REYNOLDS,
Commanding Marine Battalion.

Letter from Flag-Officer Du Pont, U. S. Navy, to Captain Ringgold, U. S. Navy, acknowledging his services.

[Extract.]

U. S. S. WABASH,
Friday, November 8, 1861.

MY DEAR CAPTAIN: I have your report of saving the marines, and until I can acknowledge your handsome services officially, please receive my informal thanks.

I send you the letters addressed to you the other day.

I am anxious you should resume the blockade of Georgetown, as many vessels are fitting out in England to get into South Carolina and Georgia. * * *

Yours, truly,

S. F. DU PONT.

Captain RINGGOLD,
U. S. Ship Sabino.

Report of Captain Ringgold, U. S. Navy, transmitting detailed report of services performed by the U. S. ship *Sabine*.

U. S. FRIGATE *SABINE*,
Navy Yard, New York, May 20, 1862.

SIR: It is proper for me to say that the accompanying report, etc., of the service rendered by the *Sabine* to the transport *Governor*, in November, 1861, although prepared in January last, was not engrossed until a day or two since. As expressed in the conclusion of my letter to you, accompanying the report, my only object was to have the facts on file for future reference, and I therefore did not allow the subject to interfere with my more important public duties.

I am, sir, with great respect, your obedient servant,
CADWALADER RINGGOLD,
Captain, Commanding *Sabine*.

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

[Enclosures.]

U. S. FRIGATE *SABINE*,
New York, January 6, 1862.

SIR: I have the honor to report that on the morning of the 1st of November last, in consequence of indications of approaching stormy weather and reluctance to jeopard the safety of my ship in an exposed roadstead like that off Georgetown, S. O., I weighed my anchor and put to sea.

As the squadron under the command of Flag Officer Du Pont encountered the memorable gale of the succeeding night, you have no doubt been duly apprised by him of the disasters suffered and can judge of its terrors from his experience.

On the following day, at 1 p. m., Georgetown light-house bearing N. W., 35 miles distant, the wind having veered to the W. S. W., but still blowing very strong, with a heavy sea, whilst the *Sabine* was returning to her former station, two vessels in close company, bearing to the southward, were discovered from aloft. A rakish bark, in sight to windward since daylight, whose movements, in view of the blockade, made it proper to watch and chase her, was at this time nearly on the same line of bearing and standing in their direction under a press of sail.

I stood for the strangers immediately, and very shortly afterward made them out to be two steamers in tow, one of which appeared to be crippled. The bark alluded to wore ship very suddenly and bore up, evidently with a desire to communicate with me, displaying the flags union down, as signals of distress: Perceiving I was standing for the steamers, the bark again wore ship, and stood back for the distressed vessels.

Pressing on I soon joined company, when I found my worst fears painfully realized. A side-wheel steamer, rolling heavily, rudder gone, smokestack overboard, her decks crowded with human beings, lay before me, a helpless wreck, and a small screw steamer, evidently much damaged and scarcely able to take care of herself, was nobly standing by her in her misfortune.

The wind high and sea very heavy, it was extremely doubtful whether any boat could live, either to reach the wreck or to regain the ship. Notwithstanding the hazard I promptly dispatched Lieutenant Balch, executive officer, with Acting Master Beattie, to the scene of the dis-

aster for the purpose of assuring the officer in charge of our determination to stand by and succor them to the last extremity. Lieutenant Balch passed within hail, it being impossible to board, exhorting the vessel's company to rely upon our exertions and the power of the ship to save and provide for them. The encouragement thus given was responded to with a shout that rent the heavens.

This fearless officer with great difficulty regained the ship and reported her to be the transport *Governor*, of Flag-Officer Du Pont's squadron, in a badly leaking condition, having on board a battalion of marines, under the command of the veteran Major Reynolds, the officers, rank, and file amounting to 385 men, which, together with the officers and crew of the transport, comprised about 400 souls. All hands had been engaged in pumping and bailing, but the water was gaining rapidly upon them.

The propeller in company proved to be the gunboat *Isaac Smith*, Lieutenant Commanding Nicholson, and the bark turned out to be the gunboat *Young Rover*, whose motions that morning I had observed with suspicion, and the pursuit of which happily resulted in the providential discovery of the wreck and her human freight, thus exposed to the mercy of the storm.

Imagine, sir, the joy that filled our hearts on finding we were just in time to serve and save our countrymen and brethren from the jaws of destruction. The helpless condition of the wreck, the imminent peril that environed all, and the fury of the elements left little time for deliberation. My first impulse was to take the wreck in tow and carry her to my late anchorage off Georgetown. This, however, was impossible; to have undertaken it would have been to destroy the last hope of rescue. The perilous condition of my own ship and apprehensions for her safety in the event of collision demanded judgment and decision.

Being at the time on soundings, in 13 fathoms of water, I resolved to come to anchor. The wrecked vessel was floating astern and under the lee. I dispatched Acting Master Hathaway, an excellent officer, with orders for the *Governor* to come to anchor also, when I should drop the *Sabine* down until the wreck was brought within convenient distance, and then from my ship's stern (with the aid of a whip purchase and the spanker boom for a derrick) hoist the men on board.

It was unsafe to communicate in boats, as experience soon proved. It was equally hazardous to attempt to render aid by throwing men on board. It was my duty to save those who were in extreme peril without, if possible, exposing to unnecessary risk my own good men. Here an emergency, unexpected, forced me to change my purpose.

The *Governor* having anchored as directed, I veered out chain until the frigate came within a short distance of her. Stout hawsers were passed on board and made fast, and, as I confidently hoped, the vessel so effectually secured as to permit us to begin the good work. With zealous officers, a faithful crew, excellent boats, and the various other resources of a powerful frigate, we proceeded in our labor, but, as you will soon see, I sacrificed two boats that fell as easy prey to the devouring elements. At first I hesitated whether to hoist up the boats that had communicated with the wreck or leave them down to be used as occasion might demand. Before any order could be executed two of them were literally stove to atoms by collision with the wreck and my ship.

All things ready, about 10 p. m. the work began. The progress of transfer was tedious enough, but as the anxious night wore away we felt thankful to Providence, as we beheld the careworn men safely,

though slowly, reaching our deck. But in the midst of these operations, at 1 a. m., the gale renewed its fury; the sea, which had been gradually subsiding, arose again in all its power, the ship labored at her anchors, and the wreck rolled destructively. As she lurched first to port and then to starboard, burying her sharp bow deep into the trough of the sea, each plunge seemed to be her last. To add to her danger, at this moment one of her heavy hawsers gave way and in a moment more another parted. I now almost despaired. Fortunately, however, the anchor of the wreck held on. Owing to the darkness of the night this was not immediately discovered, but it is to this lucky circumstance that the ultimate success of our measure was due. At this crisis it became necessary to secure the fasts again. Volunteers being called for, Acting Master Beattie, a thorough seaman and a man of nerve, followed by his hardy tars, gained the deck of the *Governor* (passing over the stern of the frigate) and the hawsers were soon again made fast. The largest hawser soon gave way a second time, cut in two by the sharp stem of the steamer. The heavy stream chain cable of the ship was then passed on board and well secured. The purchase was once more manned, and the rescue successfully continued for a brief period, when the gale recommenced blowing with redoubled violence. The heavy chain cable, now yielding to the force of the squall, gave way and the wreck fell astern, when amid the raging of the elements a hail from Mr. Beattie that the wreck was sinking was heard, carrying consternation to every bosom. The number of the rescued at this stage did not exceed thirty men. One chance yet remained of saving a portion at least of the great number yet on board. Providentially a single hawser stubbornly held on, preventing the wreck from drifting off. I ordered it manned and the wreck hauled up on the starboard quarter, calling aloud to the people to leap for their lives, and gain, if possible, the deck of my ship. Thirty more men were saved, but the two vessels came into collision, the steamer thumped heavily against the quarter of the ship, tearing off some 20 feet of her deck rail, and was in imminent danger of breaking in the middle and going to pieces. The responsibility of bringing her alongside was great, still greater now to order her to be dropped astern again, with a painful consciousness that she might be passing forever beyond the pale of our protection, but her own good anchor and chain stood their ground, and in fact proved her salvation. While alongside, two marines in their attempts to reach the ship fell between the vessels and one was crushed to death. As she fell astern, six others in the panic leaped overboard in the hope of gaining the ship and were drowned. Here succeeded a scene that beggars description; the despair felt on feeling this attempt at rescue had proved so unsuccessful, the bubbling cry of drowning men, the confusion on board the wreck, the unnatural glare of the sea and sky, caused by the rockets and the red and blue lights (signals for assistance to the *Isaac Smith* and *Young Rover*), presented a scene that might well have struck terror to the stoutest heart.

While pondering what was next to be done the storm sensibly abated, the sea became more calm, and the shattered wreck rode with comparative ease under the protection of the stern of my noble ship. During the silence that followed the scene just described (at about 3.30 a. m.) Major Reynolds hailed me to say that with the assistance of the steam pumps and bailing there was a bare hope that the wreck could be kept afloat until daylight, that all hands were utterly exhausted,

and suggested that further work should be suspended until dawn. This intelligence revived hope and filled all hearts with gratitude to God.

Daylight brought a clear sky and every indication of fair weather. Although wind and sea continued high, the gale had passed. The wreck had increased her distance from the frigate (the hawsers being slacked up) and was riding with a strain upon her own moorings, making it unsafe to use the stern purchase. The port quarter boat was the only one at control outboard (the stern and starboard quarter boats having been lost), and I directed it to be manned with a select crew and rounded [to] abreast of the wreck, but at such a distance as to avoid collision. A small breast line was passed on board, connecting the two together, and the order given for the men to jump boldly overboard, one at a time, and with this assistance gain the boat by swimming. Acting Boatswain Hatfield, Quartermaster Bryan, Coxswain Fair, and William Q. Lane, seaman, comprised the sturdy crew and managed the boat with coolness and dexterity. It required much resolution on the part of the marine who was ordered to take the first fearful leap from the shattered deck and swim for his life. The example set, the others rapidly followed, and in five minutes fifteen persons more were safely transferred from the boat to the ship. This experiment proved so successful that I abandoned the use of the purchase, and by 8 a. m. the whole battalion (save the seven who were lost) were safely on board, Major Reynolds and staff being the last to abandon the wreck. Captain Litchfield formally abandoned to me the wrecked vessel. (See annexed document marked B.)

My next duty was to save the public property and personal effects of the battalion. Our success in this respect far exceeded my expectations, and by 11.30 a. m. the doomed transport was finally abandoned to her fate. Preparations were now made to set fire to her, but I concluded to reserve her for target practice after getting underway. When left to herself, however, the elements soon disposed of her. The pumps once stopped, the leak rapidly gained. She was fast sinking, and at 3.30 p. m. she fell on her side (carrying the walking beam and platform with her), went to pieces and sank, covering the surface of the sea with the shattered fragments of her upper works.

It is proper to remark that before I anchored my ship, preparatory to the rescue, an officer, as I am informed, came on board, reporting the inability of the *Young Rover* to render any assistance owing to injuries sustained in the gale. He left immediately without reporting himself to me. I was at the time occupied in directing the movements of my ship. The *Young Rover*, toward night, anchored about 3 miles under the lee, and early next morning parted company without further communication.

Soon after, Lieutenant Commanding Nicholson came on board and reported the *Isaac Smith* disabled, with loss of the heavy battery, which it was found necessary to heave overboard. I directed him to anchor conveniently for the night, and next morning ordered him to proceed with all dispatch to Port Royal and convey to Flag-Officer Du Pont intelligence of the safety of the battalion.

The *Sabine* sustained serious injuries. The trying circumstances under which the rescue was effected produced much confusion about the decks, and the task of heaving in the long scope of cables and restoring the ship to order was at once begun.

There were now about nine hundred souls on board, while the supply of wood and water was extremely limited. The instructions of Flag-

Officer Goldsborough touching the blockade were positive, and I had to decide, under the circumstances, upon the course it was best to pursue. From rumor alone I learned that the expedition under Flag-Officer Du Pont was about to strike a blow at some point on the Southern coast. Upon consultation with Major Reynolds in regard to the destination of his battalion, that officer decided in the emergency to break the seal of his confidential orders, which, when known, left me no alternative but to assume the responsibility of quitting the station and proceeding forthwith to Port Royal for the object of adding a powerful body of troops to Flag-Officer Du Pont's command.

The battalion had lost portions of their equipments, and I did not hesitate to propose compliance with any requisition Major Reynolds might submit, and to transfer from the marine guard of the *Sabine* seven men, volunteers, to supply the loss of those of the battalion who had perished.

We were soon underway, the allowance of water was reduced to half a gallon a man per diem, a privation to which all submitted with cheerfulness. Another gale from the S. W. soon sprung up, greatly retarding our progress. At 9:30 a. m. on the 8th, however, we were within 35 miles of Port Royal, becalmed, and plainly heard the reports of the guns of the bombardment. I immediately ordered my ship to be cleared for action, hoping that a favorable breeze might enable me to join in the attack as a willing volunteer.

The firing, however, ceased at 1 p. m., giving certain presage of victory, and the Department can better conceive than I describe the deep regret and disappointment felt by all to find we were unable to share in the dangers and honors of that memorable day. Gaining the outer roads of Port Royal the same evening, I dispatched Lieutenant Balch to report my arrival to Flag-Officer Du Pont (copy* hereto annexed, "A"). On his return next day I first learned that the *Sabine* had been transferred to the squadron of that officer and assigned by him a prominent position in the attack. The orders, however, had not been forwarded to me.

I have now to express my deep sense of obligation to the officers and men of my command for their zeal, energy, and conduct during the trying moments devoted to the rescue of so many human lives. Where all so nobly did their duty it would be difficult and invidious for me to attempt to discriminate. But it is a duty I owe, as well as a pleasure, to present the whole command to the favorable consideration of the Department.

To Lieutenant Balch I am much indebted for sound advice and suggestions (in consultations) in the difficult situation in which we were placed. To his gallantry I have already paid tribute. I commend him to the best notice of the Government, which he so meritoriously serves. Lieutenants Blake and McCann and Master J. Orittenden Watson were indefatigable in their exertions and managed the cables, hawsers, etc., with the utmost skill and efficiency. Acting Master Beattie's conduct (who volunteered to board the steamer at a moment of critical peril to secure the cables and fasts) merits high praise.

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

OADWALDER RINGGOLD,
Captain, Commanding *Sabine*.

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

* See p. 236.

[Enclosure.]

E.

STEAMER GOVERNOR,
At Sea, November 3, 1861.

SIR: I desire to abandon to you the steamer *Governor*, under my command, chartered by the U. S. Government to transport troops.

On Friday night last, during a severe gale, the hog frames were broken, the engine became partially disabled, and the vessel commenced leaking.

On next day the rudder was broken, the steamer became entirely unmanageable, and the leak increased to such extent as to keep the Worthington, injection, and bilge pumps going continually and two large gangs of men bailing, and but for the timely arrival of the *Sabine*, under your command, she must have gone down with all on board, as the disabled condition of the bark *Young Rover* and small steamer *Isaac Smith*, who were in company, prevented them from rendering the necessary assistance.

Very respectfully, your obedient servant,

C. L. LITCHFIELD,
Captain.

Captain RINGGOLD,
Commanding U. S. Ship *Sabine*.

Report of Captain Ringgold, U. S. Navy, commanding U. S. ship *Sabine*, regarding injuries sustained by that vessel.

U. S. FRIGATE SABINE,
Off Port Royal Entrance, S. C., November 10, 1861.

SIR: I have the honor to report that it was not until late yesterday, on the return of Lieutenant Balch of this ship, that I was apprised of the transfer of the *Sabine* to your command. Otherwise I would have submitted the enclosed statement to you, with a report of the proceedings and doings of this ship, through that officer, since assuming the duty of the blockade of Georgetown, S. C., under the instructions of Flag-Officer Goldsborough, of 24th September last.

I now enclose a tabular statement, by which you will perceive that numbers of vessels were boarded and warned off, and I am confident that, although often interfered with by inclement weather, the heavy draft of the ship, and the irregular and shoal approach to the entrance of Georgetown, added to light variable winds and strong irregular tides, the blockade has not been violated, and which could be made much more effectual if the *Sabine* were accompanied by a steam vessel of sufficient size to assist her, in order to guard against the above-mentioned obstacles.

In addition to the report of the carpenter of this ship, transmitted to you yesterday, I have to report that she has sustained very serious injuries while rescuing the battalion of marines from the *Governor*. Among them, the spindle of the capstan is found to be sprung, the ship much strained in her after body; the maintopsail sheet bitts and the deck around them are very much strained, also the norms on the quarter deck. In addition, the only two reliable sails in the ship are one new maintopsail and one new mainsail. The whole suit of sails on board, with these exceptions, have been surveyed and nearly all condemned as unsuitable for the weather expected by ships on exposed duty.

I do not consider this ship safe in the present condition of the rudder, foul bottom, and many other defects embraced and as set forth in the report of the carpenter.

I am, sir, very respectfully, your obedient servant,
 OADWALADER RINGGOLD,
Captain, Commanding Sabine.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, off Port Royal, S. C.

Report of Acting Carpenter Buroham, U. S. Navy, regarding injuries sustained by the U. S. ship Sabine.

U. S. SHIP SABINE,
Off Georgetown, S. C., November 24, 1861.

SIR: As this ship sustained considerable injury on the occasion of rescuing the battalion of marines, etc., from the wreck of the transport steamer *Governor*, on the night of the 2d instant, I beg respectfully to call your attention to the following:

The spindle of the capstan is very badly sprung and the whelps need repairing; some of them are broken entirely through.

The maintopsail sheet bitts are much strained, also the normans on the quarter-deck.

Two boats, the gig and *Rover*, were lost with all their appurtenances.

Two gun deck, three berth deck, and two spar-deck gratings were lost when the vessels came together, having been suspended over the side of the ship as landing stages for the men to jump on to save themselves.

Both of the binnacles sustained considerable damage; the spindle of one and the moldings of the other broken.

The starboard quarter gallery was completely crushed in by the bow of the steamer, at the same time destroying the starboard life buoy.

The lower part of the starboard head pump was carried away while getting the anchor up.

There is a defect in the rudder which might possibly cause great damage in a heavy gale if not remedied; the rudder binds hard against the sternpost from the lower brace to the heel, causing a heavy strain on the upper braces.

I also find that the bowsprit bitts are much strained, caused by the working of the bowsprit in heavy weather.

There is a leak in the after part of the pump hatch which can not be got at without taking up the lining.

I am, sir, respectfully,

GEO. E. BURHAM,
Acting Carpenter.

Captain OADWALADER RINGGOLD,
Commanding U. S. Ship Sabine.

Report of Lieutenant Nicholson, U. S. Navy, commanding U. S. S. *Isaac Smith*, regarding assistance rendered by that vessel.

U. S. S. ISAAC SMITH,
Off Port Royal, S. C., November 4, 1861.

SIR: I have the honor to report my arrival with this vessel.

On Friday evening I made a signal of distress for the purpose of getting a hawser fast to me from the *Atlantic*, but the wind and sea

were too heavy; the *Florida* ran down to me, but could render no assistance.

After dark the deck abaft commenced ripping up from the repeated heavy shocks of the sea. I therefore cut it away to save the hull.

During the night the vessel strained very much and her upper deck became loosened.

At daylight Saturday the wind hauled into the southward and westward, blowing heavily, with a very ugly sea; and nothing being in sight, I opened my instructions and stood in toward the land with a light head of steam, as the engine frame was loosened and engine out of line.

At 8 a. m. discovered a vessel dead to windward with signals of distress flying. From appearances I judged her to be the *Governor*, transport. Finding it impossible to steam up to her in my disabled condition, I felt compelled, though very reluctantly, to throw my battery overboard, saving only the Parrott rifled 30-pounder. This had the desired effect, enabling me to reach the vessel, which proved to be the *Governor*. She was completely disabled, her hog frame broken, smoke-stack and rudder gone, and leaking badly.

After several hours of arduous work I succeeded in getting two hawsers fast, and commenced towing her toward the land for the purpose of getting into smooth water, where I could disembark her crew and passengers and take them on board of this vessel.

While at work, the *Young Rover*, cruiser, stood in, and learning the state of affairs, stood seaward and signalized a vessel in the offing. This vessel came in at 3 p. m. and proved to be the *Sabine*, Captain Ringgold, who at once commenced taking all hands on board of the frigate.

Blowing heavily, with a tremendous sea running, caused me great anxiety, as the safety of so many human beings was dependent upon my getting them on board of this small, partially disabled vessel, but thanks to God, the timely arrival of the *Sabine* gave me the satisfaction of knowing all would be saved. I anchored at night near the vessels, and early Sunday morn rendered such further aid as I could in transporting officers and men to the frigate. After consultation with Captain Ringgold, I determined to proceed here, as the vessel might be of use.

I trust that my conduct will meet with your approbation.

I will only add that the conduct of officers and men under the trying circumstances in which they have been placed merits approbation.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

[Endorsement.]

U. S. S. WABASH,
Port Royal, November 6, 1861.

The conduct of Captain Nicholson meets my entire approbation, showing energy and judgment in saving so frail a vessel, and in giving such assistance to the *Governor* and the marines aboard of her.

S. F. DU PONT,
Flag-Officer.

Report of Lieutenant Nicholson, U. S. Navy, regarding injuries sustained by the U. S. S. Isaac Smith.

U. S. S. ISAAC SMITH,
Port Royal Roads, S. C., November 4, 1861.

SIR: This vessel has been injured as follows, viz: Upper deck all loosened, deck cut away abaft, hull started from deck aft, engine frame loosened, engine out of line, battery thrown overboard.

She will answer very well for smooth-water work without any repairs, except her battery, and I hope that you will be able to give me guns to replace those lost, as I believe she will be a very effective craft, from her setting so low in the water.

I am, respectfully, your obedient servant,
J. W. A. NICHOLSON,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Ringgold, U. S. Navy, regarding transportation of officers and crew of the steamer Governor.

FLAGSHIP WABASH,
Port Royal Harbor, November 11, 1861.

SIR: You will please place the officers and crew of the *Governor* and Lieutenant Boyd, of the Marine Corps, on board the steam vessel by which you will receive this communication, in order that they may be sent home in the *Vandalia*.

I have dispatched the steamer *McClellan* to supply you with water, of which you will take on board 20,000 gallons.

Respectfully, your obedient servant,
S. F. DU PONT,
Flag-Officer, etc.

CADWALADER RINGGOLD, U. S. Navy,
Captain, Comdg. U. S. Frigate Sabine, off Port Royal Roads, S. C.

Report of Captain Ringgold, U. S. Navy, of the execution of orders regarding the crew of the steamer Governor.

U. S. SHIP SABINE,
Off Port Royal, S. C., November 11, 1861.

SIR: I beg leave to state that in compliance with your order of the 11th instant, the officers and crew of the late transport steamer *Governor* have been sent on board the steamer *McClellan* for conveyance home in the *Vandalia*; also Lieutenant Boyd and two marines, invalids, belonging to the battalion of Major Reynolds, the one with a badly fractured arm and the other with typhoid fever.

The surgeon of this ship recommends their transfer; also that they may be conveyed to the hospital at New York for careful treatment.

Very respectfully, your obedient servant,
CADWALADER RINGGOLD,
Captain, Commanding Sabine.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to the commanding officer of the U. S. ship *Vandalia*, for transportation of the officers and crew of the steamer *Governor*.

FLAGSHIP WABASH,
Port Royal Harbor, November 13, 1861.

SIR: You will please receive on board your vessel the officers and crew of the wrecked steamer *Governor* and carry them with you to New York.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander F. S. HAGGERTY, U. S. Navy,
U. S. Ship Vandalia, Port Royal Harbor.

A resolution of thanks of Congress to Commodore Cadwalader Ringgold, the officers and crew of the United States ship *Sabine*.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the thanks of Congress are hereby tendered to Commodore Ringgold, the officers, petty officers, and men of the United States ship Sabine for the daring and skill displayed in rescuing the crew of the steam transport Governor, wrecked in a gale on the first day of November, eighteen hundred and sixty-one, having on board a battalion of United States marines under the command of Major John G. Reynolds, and in the search for, and rescue of, the United States line-of-battle ship Vermont, disabled in a gale upon the twenty-sixth of February last, with her crew and freight.

SEC. 2. *And be it further resolved, That the Secretary of the Navy be directed to communicate the foregoing resolution to Commodore Ringgold, and through him to the officers and men under his command.*
Approved, March 7, 1864.

Letter from the Life-Saving Benevolent Association of New York City to the Secretary of the Navy, transmitting copy of correspondence with Captain Ringgold, U. S. Navy, regarding testimonial presented to the officers and crew of the U. S. ship *Sabine*.

OFFICE OF THE LIFE-SAVING BENEVOLENT ASSOCIATION,
New York, June 10, 1862.

SIR: I beg to enclose herewith copy of a letter addressed by this association to Captain Cadwalader Ringgold, of the United States Navy, which accompanied a testimonial for the praiseworthy efforts displayed by Captain Ringgold, with the officers and crew of the U. S. frigate *Sabine*, in behalf of the officers and men on board the sinking steamer *Governor* in November last.

In justice to Captain Ringgold, this association is of opinion that a copy of this letter, together with a copy of his reply, should be placed on file in the Navy Department, for which purpose I now enclose them.

Very respectfully, your obedient servant,

J. D. JONES,
Secretary.

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

[Enclosures.]

NEW YORK, *February 28, 1862.*

DEAR SIR: I have the honor to transmit to you the gold medal awarded by the Life-Saving Benevolent Association of New York. It has the following inscription:

Presented to Captain Cadwalader Ringgold, in commemoration of his successful efforts, and those of the officers and crew under his command on board the U. S. frigate *Sabine*, in saving over 400 lives from the transport steamer *Governor*, on the 2d and 3d of November, 1861.

The association asks your acceptance of this medal, with the hope that it will prove an enduring and pleasing memento of the humanity and signal ability which it gratefully acknowledges.

Very respectfully, your obedient servant,

T. TILESTON,
President.

Captain RINGGOLD,
United States Navy.

U. S. FRIGATE SABINE,
Navy Yard, New York, March 2, 1862.

DEAR SIR: I have the honor to acknowledge the receipt of your letter of the 28th ultimo, transmitting a gold medal awarded by the Life Saving Benevolent Association of New York in commemoration of the successful efforts of myself and those of the officers and crew under my command, on board the U. S. frigate *Sabine*, in saving over 400 lives from the transport steamer *Governor*, on the 2d and 3d November, 1861.

I am gratified to know that our efforts on that memorable occasion have received the approval of the association of which you are president.

To save life is ever a sacred duty. There were circumstances, however, that made the rescue in this instance peculiarly appropriate. The Marine Corps, as is well known, forms a very important branch of our Navy. As a body it has no superior in point of discipline, gallantry, and devotion to duty.

The battalion under Major Reynolds was a part of the squadron to which the *Sabine* was attached, and when we discovered its helpless condition on board the transport your own generous impulses will at once respond to the deep emotions that filled our hearts and the alacrity with which we hurried to the rescue.

The medal, be assured, is most acceptable, and will be regarded, not more as "an enduring and pleasing memento," than it will ever be cherished as a delicate tribute of the respect entertained by the association for the service rendered.

I am, very respectfully, your obedient servant,

CADWALADER RINGGOLD,
Captain, Commanding Sabine.

T. TILESTON, Esq.,
President of the Life Saving Benevolent Association of New York.

Letter from the Common Council of New York to the Secretary of the Navy, transmitting copy of resolution presented to Captain Ringgold, U. S. Navy, and the officers and crew of the U. S. ship *Sabine*.

OFFICE OF CLERK OF COMMON COUNCIL,
No. 8 City Hall, New York, June 20, 1862.

SIR: It affords me much gratification to be the medium of communicating to you a copy of the preamble and resolutions adopted by both branches of the Common Council of the city of New York, and duly approved by his honor the mayor, "tendering to Captain Ringgold, the officers and crew of the United States frigate *Sabine*, on behalf of the citizens of New York, thanks for their heroic, humane, and successful efforts in saving the lives of so many human beings from the wreck of the ill-fated steamer *Governor*, which foundered during the severe storm which overtook the United States squadron while proceeding from Fortress Monroe to the attack and capture of Port Royal," together with a copy of the highly complimentary letter from his honor the mayor, in transmitting a certified copy of the preamble and resolutions to Captain Ringgold.

Consideration for Captain Ringgold, his brave officers and crew, will, I trust, actuate the Department in causing to be placed on file the accompanying letter, preamble, and resolutions that the Government and the country may learn how the mayor and Common Council of the city of New York value the services of those who peril their own lives in the effort to save the lives of others, and "in order to incite, emulate, and encourage others to the performance of like deeds under similar circumstances."

With sentiments of the highest respect, I remain, sir, your obedient servant,

D. T. VALENTINE,
Clerk of the Common Council.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

MAYOR'S OFFICE,
New York, January 21, 1862.

SIR: Cordially concurring as I do in high appreciation of the action of yourself, your officers, and crew, on the occasion of the wreck of the unfortunate steamer *Governor*, as expressed by the Common Council of this city in their preamble and resolutions, approved by me this day, I take great pleasure in herewith transmitting to you a copy of such preamble and resolutions and join in the request that you will cause them to be read to the officers and crew from the quarter-deck of the *Sabine*.

I am, sir, with great respect, your obedient servant,
GEORGE OPDYKE, *Mayor.*

Captain RINGGOLD,
United States Frigate Sabine.

I hereby certify the foregoing to be a true copy of the original on file in my office.

D. T. VALENTINE,
Clerk, Common Council.

In the Common Council of the city of New York, Alderman Peter Mitchell presented the following preamble and resolutions:

Whereas honorable mention should be made of acts of valor and courage, whether performed on land or sea, in order to incite emulation and encourage others to the performance of like deeds under similar circumstances;

And whereas Captain Ringgold, the officers and crew, of the United States frigate *Sabine*, did, under very perilous circumstances, rescue from a watery grave the officers and crew of the transport steamer *Governor*, together with a battalion of United States marines, under command of Major Reynolds, numbering in all about four hundred souls; therefore be it

Resolved, That the Common Council of the city of New York tender to Captain Ringgold, the officers and crew of the United States frigate *Sabine*, on behalf of the citizens of New York, thanks for their heroic, humane, and successful efforts in saving the lives of so many human beings from the wreck of the ill-fated steamer *Governor*, which foundered during the severe storm which overtook the United States squadron while proceeding from Fortress Monroe to the attack and capture of Port Royal.

Resolved, That a copy of these resolutions be neatly engrossed, duly authenticated, and forwarded to Captain Ringgold, with a request to have the same read to the officers and crew of the *Sabine* from the quarter-deck of that vessel.

Resolved, That his honor the mayor be requested to communicate the foregoing preamble and resolutions to Captain Ringgold, now in this port.

Adopted by the Board of Aldermen, January 20, 1862.

Adopted by the Board of Councilmen, January 20, 1862.

Approved by the mayor, January 21, 1862.

D. T. VALENTINE,
Clerk of the Common Council.

U. S. FRIGATE *SABINE*,
Navy Yard, New York, January 22, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of yesterday, accompanying a copy of the preamble and resolutions recently adopted by the Common Council of New York, expressive, in such highly complimentary terms, of the service rendered by the officers and crew of the *Sabine* on the occasion of the wreck of the unfortunate steamer *Governor*.

I return my profound thanks and those of the officers and crew of my ship for this distinguished mark of approbation, and will take great pleasure in having them read on the quarter-deck of the *Sabine* in the presence of the officers and crew.

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

CADWALADER RINGGOLD,
Captain.

Hon. GEORGE OPDYKE,
Mayor of New York.

Letter from the governor of Maryland to the Secretary of the Navy, transmitting copy of resolutions passed by the legislature and presented to Captain Ringgold, U. S. Navy, with the officers and crew of the U. S. ship *Sabine*.

STATE OF MARYLAND, EXECUTIVE CHAMBER,
Annapolis, June 21, 1862.

SIR: The legislature of Maryland, at its recent session, adopted, unanimously, a resolution tendering the thanks of that body to Captain Cadwalader Ringgold, of the U. S. Navy, and at present in command of the frigate *Sabine*, and to the officers and crew of that vessel for their gallant and humane efforts in rescuing a marine battalion of 400 men from the wreck of the steamer *Governor* in November last.

A copy of this resolution has been transmitted to Captain Ringgold, and I deem it due to him and his officers and crew that a copy thereof and of the correspondence with Captain Ringgold on the subject should also be transmitted to the Navy Department as evidence of the high appreciation entertained by the State of Maryland of the gallant services of the officers and crew referred to.

I have, therefore, the honor to enclose herewith a copy of said proceedings, and to be, with great respect, your obedient servant,

A. W. BRADFORD.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

STATE OF MARYLAND, EXECUTIVE CHAMBER,
Annapolis, May 9, 1862.

SIR: I have just been furnished with the copy of a resolution adopted by the general assembly of Maryland, at its recent session, tendering to you its thanks for your gallant and humane services in rescuing from the wreck of the steamer *Governor*, in November last, a battalion of 400 men on their way from Fortress Monroe to Port Royal.

It gives me great pleasure to enclose to you a copy of this resolution, expressive, as I feel assured it is, of the unanimous sentiment of our community of your coolness and courage upon that occasion. I beg that you will take a proper opportunity to communicate the resolution to the other officers and crew of the *Sabine*.

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

A. W. BRADFORD.

Captain CADWALADER RINGGOLD, U. S. Navy.

LEGISLATURE OF THE STATE OF MARYLAND,
IN GENERAL ASSEMBLY,
Annapolis, March 3, 1862.

Joint resolutions commending the conduct of, and tendering the thanks of the legislature to, Captain Cadwalader Ringgold, his officers and crew, for rescuing the marine battalion from the wreck of the steamer *Governor*, adopted by the general assembly of Maryland, March 3, 1862.

Whereas the coolness and eminent seamanship displayed by Captain Cadwalader Ringgold, early in November last, in rescuing a marine battalion of 400 men from the wreck of the transport steamer *Governor* during the storm which overtook the United States squadron on its way from Fortress Monroe to the attack and capture of Port Royal, is an occurrence well calculated to elevate the character of the American Navy and deserving of honorable mention by the legislature of his native State: Therefore, be it

Resolved by the general assembly of Maryland, That the thanks of this legislature are tendered to Captain Ringgold and the officers and crew of the United States frigate *Sabine* for their gallant and humane efforts in saving the lives of so many human beings from the wreck of the ill-fated steamer *Governor* during the storm on the Southern coast in November last.

Resolved, That the governor be requested to transmit a copy of these resolutions to Captain Ringgold, requesting him to communicate the same to the officers and crew of the frigate *Sabine*.

A true copy from the record.

Attest:

T. SNOWDON THOMAS,
Clerk House of Delegates, Maryland.
CHAPMAN HARWOOD,
Secretary Senate.

U. S. FRIGATE SABINE,
Navy Yard, New York, May 15, 1862.

DEAR SIR: Your official communication, dated 9th instant, enclosing a copy of certain resolutions passed by the concurrent unanimous vote of both houses of the legislature of Maryland, has been received.

Please accept my thanks for the kind and courteous terms in which you have made known to me this gratifying testimony of the favorable appreciation on the part of my native State, as well of my own humble efforts as of the heroic efforts of the brave officers and crew of the *Sabine*, on the occasion referred to, and which, under Providence, so happily resulted in rescuing from a situation of extreme peril the valuable lives of so many brave men.

We were fortunately and most unexpectedly at hand to undertake a difficult, an anxious, and a pleasing duty, and it was performed by my efficient officers and gallant seamen with a will and heartiness that characterize the American sailor in every situation of great peril.

The highest reward, next to the consciousness of having faithfully performed his duty, which any one of us could desire, is the knowledge that our friends at home remember us kindly and make honorable mention of our services.

I shall cause the resolutions to be read to the officers and crew, and I need hardly say that the honor done to us will be deeply felt by all. If the legislature was in session, I would ask of you the favor to make known to that honorable body our respectful acknowledgments for the honor conferred upon us by the passage of the resolutions, and I now ask, in my own name, and on behalf of my officers and crew, that this letter may be preserved in the archives of the executive department.

With the highest respect, your obedient servant,

CADWALADER RINGGOLD,
Captain, U. S. Navy.

His Excellency A. W. BRADFORD,
Governor of Maryland.

Letter from the Assistant Secretary of the Treasury to the Secretary of the Navy regarding project of Boston merchants for furnishing stores to the blockading vessels.

TREASURY DEPARTMENT, November 2, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 1st instant concerning the application of certain merchants of Boston for permission to send a vessel to the blockading squadron laden with stores and comforts such as they have reason to believe many of the officers and men have need of and would gladly purchase at fair prices.

You express the opinion that such a project might be allowed under proper restrictions and a limited number of vessels, and that its results, if faithfully carried out, would be highly beneficial.

I beg you to indicate what restrictions should be placed upon the proposed trade, and to what extent it should be allowed.

I am, very respectfully, your obedient servant,

GEORGE HARRINGTON,
Assistant Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

I would advise that, if possible, the parties be required to use steamers, and that they enter into heavy bonds to communicate only with the blockading vessels of the United States on the coast, touching at every port in our possession, and that the officers be appointed by the Treasury Department.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Ammen, U. S. Navy, for the delivery of orders to Captain Lardner, U. S. Navy.

FLAGSHIP WABASH,
Off Charleston, November 3, 1861.

SIR: Please proceed off Charleston and deliver the accompanying letter to Captain J. L. Lardner, and rejoin this ship without unnecessary delay.

Respectfully, yours,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.
Lieutenant Commanding D. AMMEN,
U. S. Gunboat Seneca.

[Enclosure.]

Confidential.]

FLAGSHIP WABASH,
Off Charleston, November 3, 1861.

SIR: On receipt of this you will please join me, with all the dispatch your machinery will admit of, off Port Royal, S. C.

Very respectfully, yours,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.
Captain J. L. LARDNER,
Commanding U. S. S. Susquehanna.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Ringgold, U. S. Navy, to join him off Port Royal, S. C.

Confidential.]

FLAGSHIP WABASH,
Off Charleston, November 3, 1861.

SIR: On receipt of this you will please join me with all dispatch off Port Royal, S. C.

The *Curlaw*, Lieutenant Commanding Watmough, will relieve you in the blockade of Georgetown. We have had heavy gales, and the fleet has not yet collected, or I would send a steamer to tow you, but I hope this N. W. wind will bring you in time.

Respectfully, yours,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.
Captain CADWALADER RINGGOLD,
Commanding U. S. Frigate Sabine, off Georgetown, S. C.

MY DEAR RINGGOLD: The within order I could not carry out, owing to the absence of some of the ships of this squadron causing me to retain the *Curlaw*.

The *Isaac Smith* informed me of the important service you had rendered in taking the battalion of marines from their sinking vessel.

I have just heard of your appearing in the offing, and send the *Vixen*, Captain Boutelle, to pilot you in, and orders to the *Forbes* to assist in towing you.

I came in yesterday without touching, and in the afternoon was proceeding to attack the Hilton Head forts, when I grounded on the Fishing Rip Shoal, and to-day the flood tide and strong winds have caused me to defer another day.

I have been wishing you to arrive, the more so that the *Savannah*, that I sent for to Savannah, has not yet returned since blown off.

I am gratified at having you in this squadron. I forgot to mention that while I would not have you to hazard your ship, I will wait all I can for you. Mr. Boutelle is the very intelligent assistant in the Coast Survey of that name, and you may have every confidence in him.

Yours, very truly,

S. F. DU PONT.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Missroon, U. S. Navy, to proceed to Port Royal, S. C.

FLAGSHIP WABASH,
Off Port Royal, November 4, 1861.

SIR: On the receipt of this you will please join me at once off Port Royal, provided you can leave a vessel to maintain the blockade.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander JOHN S. MISSROON, U. S. Navy,
U. S. Ship *Savannah*, off Savannah, Ga.

Letter from Commander Davis, U. S. Navy, to Flag-Officer Du Pont, U. S. Navy, regarding the pilotage of vessels into Port Royal Harbor.

VIXEN,
Port Royal Entrance, [November 4, 1861].

MY DEAR DU PONT: All the vessels of war can come in under the *Curlew's* pilotage as far as we are, except the *Wabash* and *Susquehanna*, and perhaps you had better send them. I am in sight of the enemy's works and the shipping. All goes well. I am writing on the extremity of a vibrating cylindrical-shaped concern.

You can send in the transports this afternoon.

Yours, affectionately,

CHARLES [H.] DAVIS.

*Report of Commander Rodgers, U. S. Navy, regarding an exchange of fire with the enemy at Port Royal Harbor.**

U. S. S. OTTAWA, November 4, 1861.

SIR: Three rebel steamers, I am informed by Lieutenant Stevens, came down and commenced firing. Upon finding that their shot reached, Lieutenant Commanding Stevens, of this vessel, in company

* See also report of Lieutenant Ammen, U. S. Navy, commanding U. S. S. *Seneca*.

with the *Seneca*, *Ourlow*, and the *Pembina*, got underway and returned their fire, the rebels gradually retreating. The *Smith* also fired. The captain thought one of his Parrott shot struck.

After the retreat of the rebel vessels, a position was taken by the gunboats about 2 miles in advance of the transport fleet by all the gunboats except the *Paenee*, which remained near the transports.

The gunboats are well spread across the channel, and all the arrangements are such as to protect the transports.

Three rebel steamers were seen, exclusive of those engaged.

Troops are encamped on both shores, leading to the belief that batteries are on both.

Nothing definite, however, is known about them.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

Flag-Officer S. F. DU PONT.

One of the transports carried a blue flag; possibly Commodore Tattnell.

Report of Commander Goldsborough, U. S. Navy, regarding injuries sustained by the U. S. S. Florida under his command.

U. S. S. FLORIDA,
Navy Yard, Philadelphia, November 5, 1861.

SIR: I regret exceedingly to inform the Department that in a heavy gale of wind from the south and east on the night of November 1, we parted our main discharge pipe in the flange to such an extent as compelled me to make for the nearest port where it could be replaced. I enclose report of the engineers of this vessel upon the subject; also a letter* from me to the sea officers, and their reply* thereto. In separating even temporarily from the expedition on which I had embarked with all my zeal, all my energy, and all my hopes for its success, I feel that it has given me more pain and mortification than anything that has occurred during my whole naval career, which feeling is largely shared in by every officer and man on board. Still I hope that, if the mechanics will work expeditiously night and day, to be enabled to rejoin Flag-Officer Du Pont in time to be of some service. I have asked for a survey on the pipe and shall request Commodore Pendergrast to use dispatch and permit me to expedite the work as rapidly as possible. It ought to be replaced in three days at furthest.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. FLORIDA,
At Sea, November 2, 1861.

SIR: Last night, during a heavy gale from the S. E., while lying to, discovered the main discharge pipe leaking; until midnight I did not consider it dangerous. At daylight, upon close examination of the

* Not necessary to publish.

pipe, I found it had commenced to crack in the flange. I immediately reported to you, sir, in person, that it was parting and that I did not consider it safe to proceed with it in that condition. Since then my two senior engineers have concurred with me in that opinion, and I respectfully request that we proceed to the nearest port to repair the damage, as I consider the engine unseaworthy and dangerous in its present condition.

Very respectfully,

JNO. S. SMITH,
Acting Chief Engineer.

Commander J. R. GOLDSBOROUGH.

We fully concur in the opinion expressed by Mr. John S. Smith, acting chief engineer.

JAS. H. SHAFER,
Second Assistant Engineer.

GEO. R. BENNETT,
Third Assistant Engineer.

GEO. MASON,
Third Assistant Engineer.

GEO. F. SMITH,
Third Assistant Engineer.

Report of Commander Gillis, U. S. Navy, commanding U. S. S. Seminole, announcing arrival at Port Royal, S. C.

U. S. STEAM SLOOP SEMINOLE,
Anchorage, Port Royal, S. C., November 5, 1861.

SIR: Owing to the very slow rate of speed of this vessel, both under steam and sail, continuance of bad weather, and a severe gale (or cyclone) we encountered (an account of which accompanies this), we have been delayed somewhat in our arrival.

I am, respectfully, sir, your obedient servant,

JNO. P. GILLIS,
Commander.

Flag-Officer S. F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Endorsement.]

Captain Gillis arrived in good time and has shown great zeal.

S. F. DU PONT,
Flag-Officer.

Report of Commander Godon, U. S. Navy, commanding U. S. S. Mohican, regarding relief extended to the steamers Mayflower and Peerless.

U. S. S. MOHICAN,
At Sea, November 5, 1861.

SIR: I have the honor to report that I parted company with the flagship in running down to the steamer *Mayflower*, one of the convoy, with her ensign union down. The captain desired I would remain by him

during the night, the sea then running very high and the wind increasing rapidly. I kept her light in sight until the shift of wind at S. W. At daylight the following morning I was again obliged to run to leeward in answer to the signal of distress of another steamer. This one proved to be the steam transport *Peerless*, with cattle and stores for the Army, also of the convoy. The ship was reported as sinking by the captain, and I at once prepared a boat for lowering, although the sea made it very doubtful if the boat would live. Lieutenant Henry W. Miller volunteered at once, and the crew of the boat were in place in a moment. The boat barely escaped swamping, and in the meantime the steamer had swamped her boat in lowering it. We relieved, through the skillful management of the boat, the entire crew of the distressed vessel by their jumping overboard to our boat and being hauled from our boat to the ship. My officer, Lieutenant Miller, and boat's crew were taken on board of this ship in the same way from the boat, which we were obliged to tow astern to await the moderation of the gale. I regret to say the boat has been so damaged as to render her quite useless. As the distressed crew came on board with nothing but what they stood in, I ordered the purser to issue such clothes as were needful to relieve them in their destitute condition. Yesterday I boarded the brig *Ellen P. Stewart*, with coal for the squadron. As it was nearly calm, I ranged alongside, took her in tow, and obtained 45 tons of coal, which I needed greatly.

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

S. W. GODON,
Commander.

Flag-Officer S. F. DU PONT,
Commanding Southern Atlantic Blockading Squadron.

P. S.—I enclose herewith the confidential letter given to the captain of the *Peerless*.

S. W. G.

Letter from Flag-Officer Du Pont, U. S. Navy, to Assistant Boutelle, U. S. Coast Survey, requesting that he make a hydrographic reconnoissance of Port Royal Harbor.

FLAGSHIP WABASH,
Port Royal Roads, November 5, 1861.

SIR: I have to thank you for your efficient assistance and cooperation in bringing the heavy ships of the squadron under my command and transports into Port Royal Roads, and I shall take pains to inform the Superintendent of the Coast Survey that your services have met my cordial commendation.

I have now to request that you will be pleased to make a hydrographic reconnoissance of the channel between the North Breaker and Fishing Rip, placing such buoys on the latter as will make it safe to pass the southeast or northwest point of the shoal, or to cross it with the gunboats at low water.

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

S. F. DU PONT,
Flag-Officer, etc.

CHARLES O. BOUTELLE, Esq.,
Assistant, U. S. Coast Survey.

Report of Flag-Officer Du Pont, U. S. Navy, of the cruise from Hampton Roads and entrance into Port Royal Harbor of the squadron under his command.

FLAGSHIP WABASH,

Off Hilton Head, Port Royal Harbor, November 6, 1861.

SIR: The Government having determined to seize and occupy one or more important points upon our Southern coast, where our squadron might find shelter, possess a depot, and afford protection to loyal citizens, committed to my discretion the selection from among those places which it thought most available and desirable for these purposes.

After mature deliberation, aided by the professional knowledge and great intelligence of the Assistant Secretary, Mr. Fox, and upon taking into consideration the magnitude to which the joint naval and military expedition had been extended, to which you have called my attention, I came to the conclusion that the original intentions of the Department, if first carried out, would fall short of the expectations of the country and of the capabilities of the expedition, while Port Royal, I thought, would meet both in a high degree.

I therefore submitted to Brigadier-General Sherman, commanding the military part of the expedition, this modification of our earliest matured plans, and had the satisfaction to receive his full concurrence, though he and the commanders of brigades very justly laid great stress on the necessity, if possible, of getting this frigate into the harbor of Port Royal.

On Tuesday, the 29th of October, the fleet under my command left Hampton Roads, and, with the army transports, numbered fifty vessels. On the day previous I had dispatched the coal vessels, twenty-five in all, under convoy of the *Vandalia*, Commander Haggerty, to rendezvous off Savannah, not wishing to give the true point.

The weather had been unsettled in Hampton Roads, though it promised well when we sailed, but off Hatteras it blew hard. Some ships got into the breakers, and two struck, but without injury.

On Friday, the 1st of November, rough weather soon increased into a gale, and we had to encounter one of great violence from the southeast, a portion of which approached to a hurricane. The fleet was utterly dispersed, and on Saturday morning one sail only was in sight from the deck of the *Wabash*.

On the following day the weather moderated, and the steamers and ships began to reappear. Orders (not to be opened except in case of separation) were furnished to all the men-of-war by myself, and to the transports by Brigadier-General Sherman.

As the vessels rejoined, reports came in of disasters. I expected to hear of many, but when the severity of the gale and the character of the vessels are considered, we have only cause for great thankfulness.

In reference to the men-of-war, the *Isaac Smith*, a most efficient and well-armed vessel for the class, purchased, but not intended to encounter such sea and wind, had to throw her formidable battery overboard to keep from foundering, but, thus relieved, Lieutenant Commanding Nicholson was enabled to go to the assistance of the chartered steamer *Governor*, then in a very dangerous condition, and on board of which was our fine battalion of marines, under Major Reynolds. They were finally rescued by Captain Ringgold, in the *Sabine*, under difficult circumstances, soon after which the *Governor* went down. I believe seven of the marines were drowned by their

own imprudence. Lieutenant Commanding Nicholson's conduct in the *Isaac Smith* has met with my warm commendation.

The *Peerless*, transport, in a sinking condition, was met by the *Mohican*, Commander Godon. All the people on board, twenty-six in number, were saved under very perilous circumstances, in which service Lieutenant H. W. Miller was very favorably noticed by his commander.

On passing Charleston I sent in the *Seneca*, Lieutenant Commanding Ammen, to direct Captain Lardner to join me with the steamer *Susquehanna*, off Port Royal, without delay. On Monday, at 8 o'clock in the morning, I anchored off the bar with some twenty-five vessels in company, with many more heaving in sight.

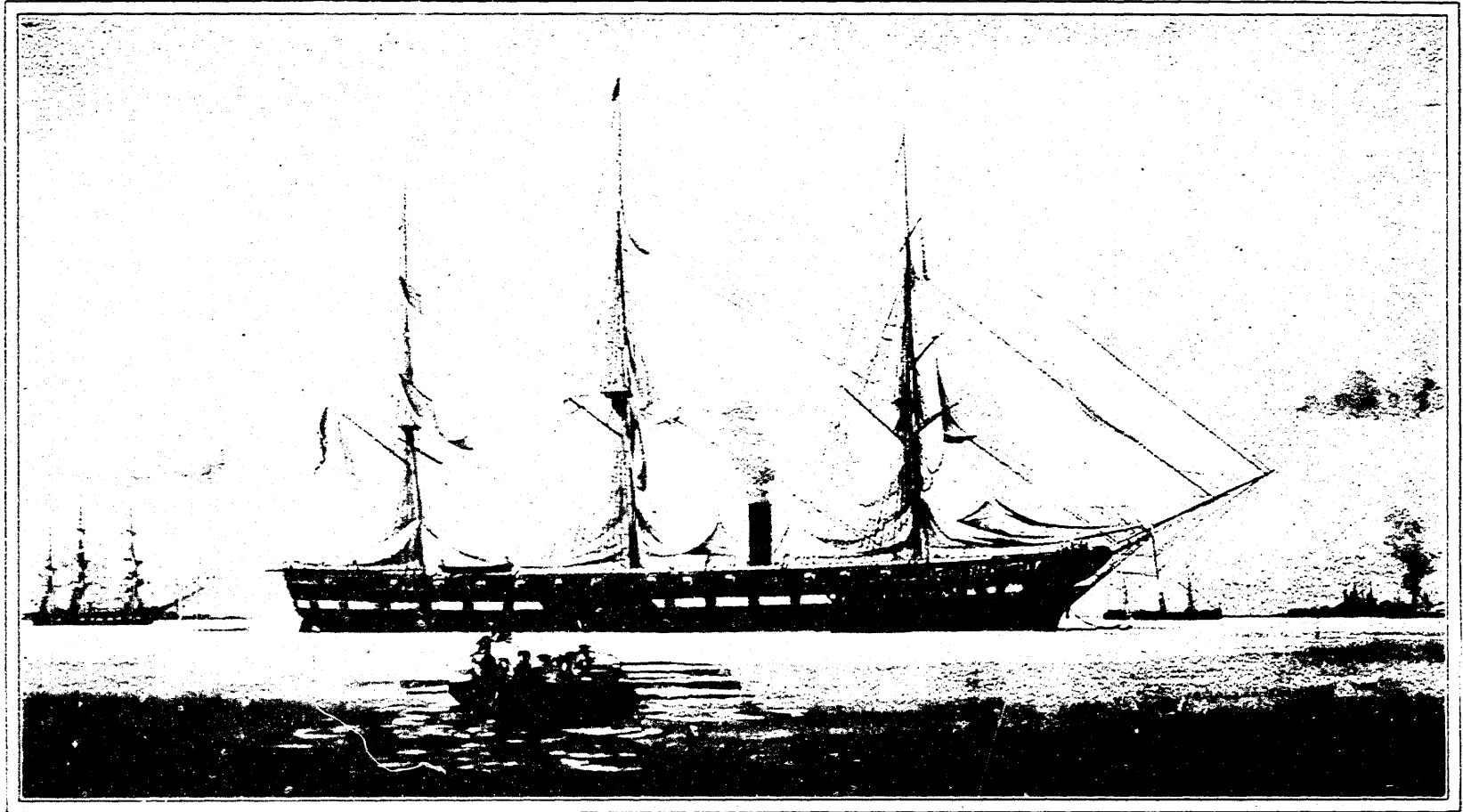
The Department is aware that all the aids to navigation had been removed, and the bar lies 10 miles seaward, with no features on the shore line of sufficient prominence to make any bearings reliable. But to the skill of Commander Davis, the fleet captain, and Mr. Boutelle, the able assistant of the Coast Survey, in charge of the steamer *Vixen*, the channel was immediately found, sounded out, and buoyed. By 3 o'clock, I received assurance from Captain Davis that I could send forward the lighter transports (those under 18 feet) with all the gunboats, which was immediately done, and before dark they were securely anchored in the roadstead of Port Royal, S. C. The gunboats almost immediately opened their batteries upon two or three rebel steamers under Commodore Tattnall, instantly chasing him under the shelter of the batteries.

In the morning Commander John Rodgers, of the U. S. S. *Flag*, temporarily on board this ship and acting on my staff, accompanied by Brigadier-General Wright in the gunboat *Ottawa* (Lieutenant Commanding Stevens), and supported by the *Seneca* (Lieutenant Commanding Ammen), the *Ourlen* (Acting Lieutenant Commanding Watmough), and the *Isaac Smith*, (Lieutenant Commanding Nicholson), made a reconnoissance in force and drew the fire of the batteries on Hilton Head and Bay Point sufficiently to show that the fortifications were works of strength and scientifically constructed. In the evening of Monday Captain Davis and Mr. Boutelle reported water enough for the *Wabash* to venture in.

The responsibility of hazarding so noble a frigate was not a light one. Over a prolonged bar of over 2 miles there was but a foot or two of water to spare, and the fall and rise of tide is such that if she had grounded she would have sustained most serious injury from straining, if not totally lost. Too much, however, was at stake to hesitate, and the result was entirely successful.

In the morning of Tuesday the *Wabash* crossed the bar, followed closely by the frigate *Susquehanna*, the *Atlantic*, *Vanderbilt*, and other transports of deep draft, and on running through that portion of the fleet already in, the safe passage of this great ship over the bar was hailed by gratifying cheers from the crowded vessels.

We anchored and immediately commenced preparing the ship for action, but the delay of planting buoys, particularly on the Fishing Rip, a dangerous shoal we had to avoid, rendered the hour late before it was possible to move with the attacking squadron. In our anxiety to get the outline of the forts before dark, we stood in too near this shoal and the ship grounded. By the time she was gotten off it was too late, in my judgment, to proceed, and I made signal for the squadron to anchor out of gunshot from the enemy.



UNITED STATES STEAMER WABASH.

To-day the wind blows a gale from the southward and westward, and the attack is unavoidably postponed.

I have the honor to be, sir, respectfully, your obedient servant,
S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Battle of Port Royal, S. O., and capture of Forts Walker and Beauregard, by the United States Navy, November 7, 1861.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Off Hilton Head, Port Royal Harbor, November 8, 1861.

SIR: I have the honor to inform you that yesterday I attacked the enemy's batteries on Bay Point and Hilton Head, Forts Beauregard and Walker, and succeeded in silencing them after an engagement of four hours' duration, and driving away the squadron of rebel steamers under Commodore Tattnall. The reconnoissance of yesterday made us acquainted with the superiority of Fort Walker, and to that I directed my special efforts, engaging it at a distance of, first, 800 and afterwards 600 yards. But the plan of attack brought the squadron sufficiently near Fort Beauregard to receive its fire, and the ships were frequently fighting the batteries on both sides at the same time.

The action was begun on my part twenty-six minutes after 9, and at half past 2 the American ensign was hoisted on the flagstaff of Fort Walker, and this morning at sunrise on that of Fort Beauregard.

The defeat of the enemy terminated in utter rout and confusion. Their quarters and encampments were abandoned without an attempt to carry away either public or private property.

The ground over which they fled was strewn with the arms of private soldiers, and officers retired in too much haste to submit to the encumbrance of their swords.

Landing my marines and a company of seamen, I took possession of the deserted ground and held the forts on Hilton Head till the arrival of General Sherman, to whom I had the honor to transfer its occupation.

We have captured forty-three pieces of cannon, most of them of the heaviest caliber and of the most improved description.

The bearer of these dispatches will have the honor to carry with him the captured flags and two small brass field pieces, lately belonging to the State of South Carolina, which are sent home as suitable trophies of the success of the day. I enclose herewith a copy of the general order which is to be read in the fleet to-morrow morning at muster. A detailed account of this battle will be submitted herewith.

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

Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

P. S.—The bearer of dispatches will also carry with him the first American ensign raised upon the soil of South Carolina since this rebellion broke out.

S. F. DU PONT.

Detailed report of Flag-Officer Du Pont, U. S. Navy.

U. S. FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 11, 1861.

SIR: I have now the honor to submit the following detailed account of the action of the 7th of November.

From the reconnoissance of the 5th we were led to believe that the forts on Bay Point and Hilton Head were armed with more than twenty guns each of the heaviest caliber and longest range, and were well constructed and well manned, but that the one on Hilton Head was the stronger. The distance between them is 2.2 nautical miles, too great to admit of their being advantageously engaged at the same time, except at long shot. I resolved, therefore, to undertake the reduction of Hilton Head (or, as I shall hereafter call it, Fort Walker) first, and afterwards to turn my attention to Fort Beauregard, the fort on Bay Point. The greater part of the guns of Fort Walker were presented upon two water fronts, and the flanks were but slightly guarded, especially on the north, on which side the approach of an enemy had not been looked for.

A fleet of the enemy, consisting of seven steamers, armed, but to what extent I was not informed further than that they carried rifled guns, occupied the northern portion of the harbor and stretched along from the mouth of Beaufort River to Skull Creek.

It was high water on the 7th instant at 11:35 a. m. by the tables of the Coast Survey.

These circumstances, the superiority of Fort Walker and its weakness on the northern flank, the presence of the rebel fleet, and the flood tide of the morning decided the plan of attack and the order of battle.

The order of battle comprised a main squadron ranged in a line ahead, and a flanking squadron, which was to be thrown off on the northern section of the harbor to engage the enemy's flotilla and prevent them raking the rear ships of the main line when it turned to the southward, or cutting off a disabled vessel.

The main squadron consists of the frigate *Wabash*, Commander C. R. P. Rodgers, the leading ship; the frigate *Susquehanna*, Captain J. L. Lardner; the sloop *Mohican*, Commander S. W. Godon; the sloop *Seminole*, Commander J. P. Gillis; the sloop *Pawnee*, Lieutenant Commanding R. H. Wyman; the gunboat *Unadilla*, Lieutenant Commanding N. Collins; the gunboat *Ottawa*, Lieutenant Commanding T. H. Stevens; the gunboat *Pembina*, Lieutenant Commanding J. P. Bankhead, and the sailing sloop *Vandalia*, Commander F. S. Haggerty, towed by the *Isaac Smith*, Lieutenant Commanding J. W. A. Nicholson.

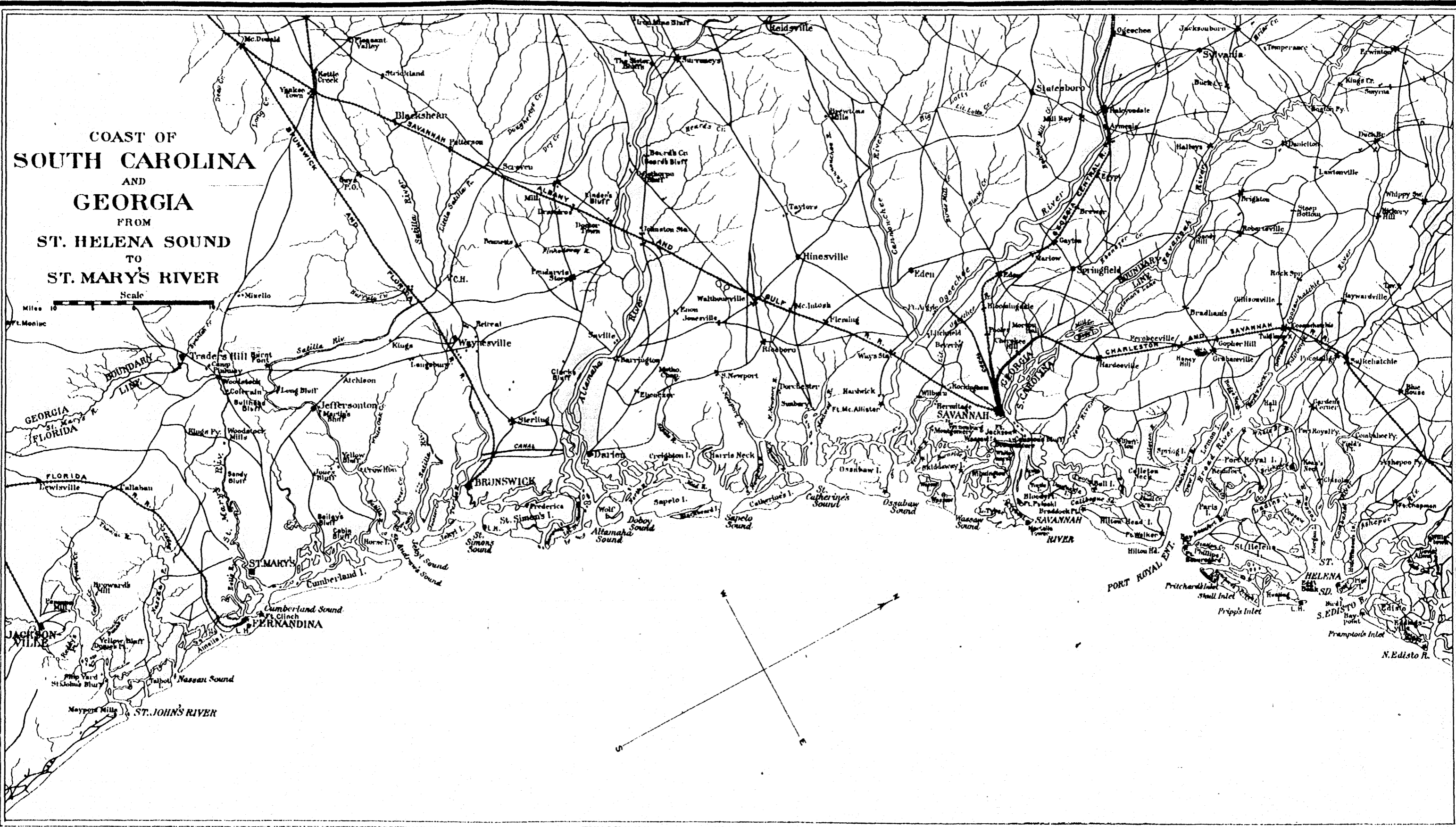
The flanking squadron consisted of the gunboat *Bienville*, Commander Charles Steedman, the leading ship; the gunboat *Seneca*, Lieutenant Commanding Daniel Ammen; the gunboat *Ourlaw*, Lieutenant Commanding P. G. Watmough; the gunboat *Penguin*, Lieutenant Commanding T. A. Budd, and the gunboat *Augusta*, Commander E. G. Parrott, the closing ship of that line.

The plan of attack was to pass up midway between Forts Walker and Beauregard, receiving and returning the fire of both, to a certain distance about $2\frac{1}{2}$ miles north of the latter. At that point the line was to turn to the south round by the west and close in with Fort Walker, encountering it on its weakest flank, and at the same time enfilading, in nearly a direct line, its two water faces. While standing to the southward the vessels of the line were head to tide, which kept them under command whilst the rate of going was diminished.

When abreast of the fort the engine was to be slowed and the movement reduced to only as much as would be just sufficient to overcome

COAST OF
SOUTH CAROLINA
AND
GEORGIA
FROM
ST. HELENA SOUND
TO
ST. MARY'S RIVER

Scale
Miles 10



the tide, to preserve the order of battle by passing the batteries in slow succession, and to avoid becoming a fixed mark for the enemy's fire. On reaching the extremity of Hilton Head and the shoal ground making off from it the line was to turn to the north and east and, passing to the northward, to engage Fort Walker with the port battery nearer than when first on the same course. These evolutions were to be repeated. The accompanying plan will explain the preceding description.

The captains of the ships had been called on board and instructed as to the general formation of the lines and their own respective places.

At 8 o'clock the signal was made to get underway. At 8:10 a. m., the ship riding to the flood, tripped her anchor, and at 8:30 a. m. the ship turned and was headed in for the forts. At 9 the signal was made for close order. At 9:26 a. m. the action was commenced by a gun from Fort Walker, immediately followed by another from Fort Beauregard. This was answered at once from this ship and immediately after from the *Susquehanna*. At 10 o'clock the leading ship of the line turned to the southward and made signal to the *Vandalia* (which ship, in tow of the *Isaac Smith*, was dropping astern and was exposed without support to the fire of Fort Beauregard) to join company. At 10:15 a. m. the signal was made for closer action, the *Wabash* slowly passing Fort Walker at a distance, when abreast, of 800 yards. At 11 the signal was made to get into and preserve stations, and at 11:15 a. m. to follow the motions of the commander in chief.

Standing to the northward, nearly in the line shown in the diagram, the ship's head was again turned to the southward, and she passed the guns of Fort Walker at a distance less than 600 yards. The sights were adjusted to 550 yards. At 11:30 a. m. the enemy's flag was shot away.

The second fire with the starboard guns of the *Wabash* and of Captain Lardner, in the *Susquehanna*, my second in command, who always kept so near as to give me the entire support of his formidable battery, seems at this short distance to have discomfited the enemy. Its effect was increased by the shells thrown from the smaller vessels at the enflading point. It was evident that the enemy's fire was becoming much less frequent, and finally it was kept up at such long intervals and with so few guns as to be of little consequence.

After the *Wabash* and *Susquehanna* had passed to the northward and given the fort the fire of their port battery the third time, the enemy had entirely ceased to reply and the battle was ended.

At 1.15 p. m. the *Ottawa* signaled that the works at Hilton Head were abandoned. This information was, a few minutes later, repeated by the *Pembina*. As soon as the starboard guns of this ship and the *Susquehanna* had been brought to bear a third time upon Fort Walker, I sent Commander John Rodgers on shore with a flag of truce. The hasty flight of the enemy was visible and was reported from the tops. At twenty minutes after 2 Captain Rodgers hoisted the flag of the Union over the deserted post. At forty-five minutes after 2 I anchored and sent Commander C. R. P. Rodgers on shore with the marines and a party of seamen to take possession and prevent, if necessary, the destruction of public property.

The transports now got underway and came up rapidly, and by nightfall Brigadier-General Wright's brigade had landed and entered upon the occupation of the ground.

I have said in the beginning of this report that the plan of attack designed making the reduction of Fort Walker the business of the day. In passing to the northward, however, we had improved every

opportunity of firing at long range upon Fort Beauregard. As soon as the fate of Fort Walker was decided I dispatched a small squadron to Fort Beauregard to reconnoiter and ascertain its condition, and to prevent the rebel steamers returning to carry away either persons or property.

Near sunset it was discovered that the flag upon this fort was hauled down and that the fort was apparently abandoned.

At sunrise the next day the American ensign was hoisted on the flagstaff of Fort Beauregard by Lieutenant Commanding Ammen.

The *Pocahontas*, Commander Percival Drayton, had suffered from the gale of Friday night so badly as not to be able to enter Port Royal until the morning of the 7th. He reached the scene of action about 12 o'clock and rendered gallant service by engaging the batteries on both sides in succession.

Lieutenant Commanding H. S. Newcomb, of the *R. B. Forbes*, which vessel had been employed in towing in the *Great Republic*, arrived in time to take good part in the action.

And finally, the tug *Mercury*, Acting Master Martin, commanding, employed his single Parrott gun with skill and effect.

After congratulating you upon the success, thus far, of our expedition, which had its origin in the counsels of the Department, and which the Department has fostered and labored to render efficient, the gratifying duty remains to be performed of according to each and all their due share of praise for good conduct in their encounter with the enemy. This duty, though most welcome, is still delicate.

I am well aware that each one did his part in his place, and when I discriminate, it is in cases that necessarily fell under my own immediate observation.

I have no doubt that all would have embraced and improved the same opportunities of distinction, and in noticing those who were made prominent by their stations, or who were near me during the action, I am showing no invidious preference.

The general order No. 2 already forwarded to the Department, expressed in general terms my commendation of the gallantry and skill of the officers and men.

The reports of the commanding officers of the several ships herewith inclosed do justice to those under them, while the results speak for the commanding officers themselves. The names of the latter are mentioned in the beginning of this dispatch. I refer with pleasure to them again. They did their duty to my satisfaction, and I am most happy to bear testimony to their zeal and ability.

The officers of this ship, to whom I am deeply indebted, will be mentioned by her commander, O. R. P. Rodgers, in his special report.

It affords me the highest gratification to speak of the manner in which this ship was handled during the engagement, owing in a great measure to the professional skill, the calm and rapid judgment, and the excellent management of Commander O. R. P. Rodgers. His attention was divided between this duty and the effective service of the guns, which involved the estimation of distances, the regulation of fuzes, and the general supervision of the divisions. His conduct and judicious control of everything within the sphere of his duty, though no more than was to be expected from his established reputation, impressed me with a higher estimation than ever of his attainments and character.

I had also an opportunity to remark the admirable coolness and discrimination of the first lieutenant, T. G. Corbin. The good order,

discipline, and efficiency in every respect of this ship are to a great extent the results of his labors as executive officer, and they were conspicuous on this occasion.

Acting Master Stites, acting as pilot, was devoted and intelligent in the performance of his duties, and the third assistant engineer, Missimer, who attended the bell, was prompt and always correct.

Acting Master S. W. Preston, acting as my flag-lieutenant, displayed throughout the day an undisturbed intelligence and a quick and general observation which proved very useful. His duties as signal officer were performed without mistake. This gentleman, and the young officers, Mr. R. H. Lamson, Mr. J. P. Robertson, and Mr. J. H. Rowland, who were also under my eye in immediate command of the pivot guns and spar-deck divisions, sustained the reputation and exhibited the benefits of the Naval Academy, the training of which only could make such valuable officers of such young men.

Commander John Rodgers, a passenger in this ship, going to take command of the steamer *Flag*, volunteered to act upon my staff. It would be difficult for me to enumerate the duties he performed, they were so numerous and various, and he brought to them all an invincible energy and the highest order of professional knowledge and merit. I was glad to show my appreciation of his great services by allowing him the honor to hoist the first American flag on the rebellious soil of South Carolina.

My secretary, Mr. Alexander McKinley, was by my side throughout the engagement, making memoranda under my direction. He evinced the same cool bravery which he once before had an opportunity of showing under fire in a foreign land. It gives me pleasure to mention him here as a gentleman of intelligence, of great worth, and of heartfelt devotion to his country.

I have yet to speak of the chief of my staff and fleet captain, Commander Charles H. Davis. In the organization of our large fleet before sailing, and in the preparation and systematic arrangement of the details of our contemplated work, in short, in all the duties pertaining to the flag-officer, I received his most valuable assistance. He possesses the rare quality of being a man of science and a practical officer, keeping the love of science subordinate to the regular duties of his profession.

During the action he watched over the movements of the fleet, kept the official minutes, and evinced that calmness in danger which, to my knowledge for thirty years, has been a conspicuous trait in his character.

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

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Flag-Officer Du Pont, U. S. Navy, regarding casualties.

FLAGSHIP WABASH,

Off Hilton Head, Port Royal Harbor, November 8, 1861.

SIR: I have to report the following casualties in the action of yesterday, in the capture of the batteries at Hilton Head and Bay Point:

Wabash.—Killed, 1; Thomas Jackson, coxswain-captain of a gun. Slightly wounded, 2; Alfred Hornsby (seaman) and William Wall (seaman).

Susquehanna.—Killed, 2; John P. Clark (ordinary seaman), William Price, 2d (coal heaver). Wounded severely, 1; Samuel F. Smart (first-class boy). Wounded slightly, 2; Patrick Dwyer (ordinary seaman) and Samuel Holbrook (quarter gunner).

Pawnee.—Killed, 2; John Kelly (ordinary seaman), W. H. Fitzhugh (first-class boy). Wounded slightly, 3; Alfred Washburn (master's mate), Jacob Hanse (ordinary seaman), Patrick Quinn (ordinary seaman).

Mohican.—Killed, 1; John M. Whitemore (third assistant engineer). Wounded seriously, 3; W. Thompson, Isaac D. Seyburn (acting master), and Sherman Bascomb (ordinary seaman). Wounded slightly, 4; Mayland Outhbert (third assistant engineer), John H. Pitman (master's mate), John W. Townsend (ordinary seaman), Charles Brown (ordinary seaman).

Bienville.—Killed, 2; Pat. McGuigan, Alex. Chambers. Wounded slightly, 3; Peter Murphy, Alex. Fivey, William Gilchrist.

Seminole.—A few slightly wounded; not reported.

Total killed.....	8
Wounded seriously.....	6
Wounded slightly.....	17
	31

Killed and wounded..... 31

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

Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Additional report of Flag-Officer Du Pont, U. S. Navy, regarding casualties

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 21, 1861.

SIR: In making out the list of the casualties in the action of the 7th instant, the names of the wounded on board of the gunboat *Ottawa* were inadvertently omitted, though the aggregate of the wounded in the fleet was correctly stated.

Ottawa.—Severely wounded: H. C. Keene (acting master), Tabor Green (seaman). Slightly wounded: ——— Hutchinson (seaman), ——— Dillon (boy), Morris Welch (landsman).

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

Flag-Officer, Commanding South Atlantic Squadron.

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

Report of Lieutenant Rodgers, U. S. Navy, regarding casualties on the U. S. S. Wabash.

U. S. FLAGSHIP WABASH,
Off Hilton Head, November 8, 1861.

SIR: In the action of yesterday Thomas Jackson, coxswain, was killed at his gun while doing his duty gallantly as its captain.

Alfred Hornsby, seaman, and William Wall, ordinary seaman, were wounded, but are doing well. The *Wabash* was much cut up in her

rigging, twenty injuries to it having been reported. Her spars and hull were struck nine times. A shot from an 80-pounder rifled cannon passed directly through the center of the mainmast, about 12 feet above the rail; another shot struck the forward part of the same mast, carrying away the forward chafing batten. We have two shots in the water line, one of which makes a leak in the after magazine passage.

The spanker boom was shot away, as was also the starboard lower boom and spare maintopsail yard.

The other shots struck the rail, the sides, and the deck.

The mainmast is much injured, but I hope to secure it for good service. I attribute the safety of the ship to the short distance at which she engaged Fort Walker, the enemy's shot passing over us.

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

C. R. P. RODGERS,

Commanding U. S. S. Wabash.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Rodgers, U. S. Navy, commending the conduct of the officers of the U. S. S. Wabash.

U. S. S. WABASH,

Port Royal, November 10, 1861.

SIR: Although I know that the conduct of the officers and crew of the *Wabash* was closely observed and warmly commended by you during the action of the 7th instant, yet, in obedience to your demand for a special report; I respectfully submit the following:

The men did their duty as became American seamen, with calmness, precision, and resolute earnestness. They fought their guns with energy and pointed them with admirable coolness.

The three gun-deck divisions of IX-inch guns, under Lieutenants Upsher, Luce, and Barnes, were commanded by those officers in a manner which illustrated the highest power, both of men and guns, and exhibited the greatest effect of manhood and training. I beg leave to commend these officers in terms of the warmest praise, both for skill and conduct, and also Lieutenant Irwin, who, in command of the powder division, did everything that a brave and earnest man could do to make his ship efficient.

Acting Masters Lamson, Rowland, and Robertson, in command of the spar-deck guns, followed the example of their seniors upon the gun deck, and did honor to the Naval School, which had, at their early age, trained them to do such effective service in battle.

Acting Masters W. H. West, Rockwell, Gregory, and Palmer, stationed at the various divisions, evinced patriotic zeal and courage.

Mr. Coghlan, the boatswain, not only did his duty in the sixth division, but skillfully served the rifled boat guns, with which he did good service.

The gunner, Mr. Stewart, in the magazine, and the carpenter, Mr. Bordman, with his shot plugs, did their duty manfully.

The engine and steam during the whole action were managed with consummate skill, which did great credit to Chief Engineer King and his assistants.

Third Assistant Engineer Missimer, who stood upon the bridge by my side during the action, impressed me very favorably by his cool intelligence and promptness.

All the other officers in their various departments did their whole duty faithfully.

Acting Master Stites rendered most valuable service by his careful attention to the steering and soundings of the vessel, and by his skill and vigilance in keeping the ship clear of the shoals. I desire to commend him especially to your notice.

My clerk, Mr. Blydenburgh, acted as my aid and did prompt and good service.

The two oldest seamen in the ship, John Dennis and Henry L. Cooms, both quartermasters, the one at the wheel and the other at the signals, well represented the gallantry of their class and generation.

The marines were used as a reserve, and whenever called upon, rendered prompt assistance at the guns with the good conduct which has always characterized their corps.

It remains only for me to speak of the executive officer, Lieutenant Corbin, who has filled that post since the *Wabash* was commissioned.

The admirable training of the crew may in a high degree be attributed to his professional merit, and his gallant bearing and conspicuous conduct throughout the whole action were good illustrations of the best type of a sea officer.

At the close of the action the *Wabash* was engaged with Fort Walker, at a distance of 600 yards or less, and her officers and men may well feel satisfied with the precision of their aim and the overwhelming power of their rapid fire.

Eight hundred and eighty shells were fired from her guns, chiefly with 5 second fuzes. Some grape was fired with good effect from the X-inch gun in the latter part of the action.

I have to thank that most brave and distinguished officer, Captain C. H. Davis, the captain of the fleet, for the aid he gave me when not engrossed by the important duties of his special station.

And I desire to pay the same tribute to Commander John Rodgers, who, being a passenger on board, had volunteered to serve upon your staff, and never failed to give me most valuable assistance.

Nor must I fail to bear witness to the gallant bearing and striking coolness of your young flag-lieutenant, Mr. Preston.

I thank you, sir, in the name of the officers and men of your flagship for the example you gave us.

I have the honor to be, very respectfully, your obedient servant,
C. R. P. RODGERS,

Lieutenant, Commanding U. S. S. Wabash.

Flag-officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of the executive officer of the U. S. S. *Wabash*, submitting a list of damages to that vessel.

U. S. FLAGSHIP *WABASH*,
Off Hilton Head, Port Royal, S. C., November 8, 1861.

SIR: In obedience to your order a thorough examination has been made of the hull, spars, and rigging of this ship, and I respectfully submit the following list of damages received yesterday during the attack upon the forts at Hilton Head and Bay Point, viz:

Fore-topgallant stay shot away; port fore-topgallant bowline shot away; jib halliards shot away twice; port fore swifter injured; fore-

topsail halliard block strap shot away; fore-topmast backstay, lower dead-eye and laniard shot away; fore-topgallant backstay shot away; maintopmast backstay, upper dead eye and laniard; starboard and port mainstays shot away by two separate shots; maintop-gallant stay shot away; port main swifter injured; starboard swifter injured; starboard main lift shot away; main rolling pennant shot away; starboard main truss shot away; starboard fore third shroud laniard shot away; ratlines on each side main rigging, one shot away without injury to shrouds; one hawser shot away; jew's-harp of sheet anchor struck by shell and severed on upper and lower parts; spanker boom shot away outside taffrail; port No. 23, shot passed-through outboard, cutting rail and end of spare topsail yard; mainmast shot through about 20 feet above deck; mainmast, chafing batten shot away; starboard lower stuns'l boom shot away and struck lower dead-eye of rigging; spar deck at No. 16 gun shot through deck, injured four planks and lodged in hammock netting; water line under No. 3 gun, shot struck, breaking copper, starboard side; 6 feet abaft No. 14 gun, shot struck port side water line.

Very respectfully,

THOS. G. CORBIN,
Lieutenant and Executive Officer.

Lieutenant C. R. P. RODGERS,
Commanding U. S. Flagship Wabash.

Report of Lieutenant Rodgers, U. S. Navy, of the occupation of the forts.

U. S. S. WABASH,
Port Royal, November 8, 1861.

SIR: After the action yesterday, in obedience to your order, I occupied the fortification at Hilton Head with the small-arms men and marines of the *Wabash*, and held it until the brigade of General Wright had landed, when I delivered it to that officer with its munitions of war. It is known as Fort Walker, and is an enclosed work, with two water fronts, upon which are mounted *en barbette* VIII and X inch columbiads, rifled 80-pounders, and very heavy 32 pounders.

There is a traverse in rear of each gun. The land front is regularly bastioned, and connected with the water fronts by curtains flanked from the land side, a gun in the salient of each bastion, *en barbette*, and one on each flank in embrasure.

There are three demilunes in front of curtains in land front, mounting three guns. There are two hot-shot furnaces, in which were found hot shot.

There are also bombproofs.

I found near Fort Walker the tents and baggage of its garrison, some muskets, and a large quantity of excellent ammunition.

Six dead men, left by the enemy, were buried by the chaplain of the *Wabash*.

The wounded had been removed.

I sent on board the *Wabash* four prisoners, found near the fort.

This morning, in obedience to your order, I visited Fort Beauregard, on Bay Point, upon which Lieutenant Commanding Ammen, of the *Seneca*, had hoisted the flag of the Union.

I found it defended by an enclosed work, mounted with 18 heavy cannon, some of them columbiads and one rifled.

I also found quantities of ammunition and much baggage.

A large camp, a mile from the fort, had been hastily abandoned; the tents were standing and much baggage and some arms remained in it.

I desired Lieutenant Barnes, of this ship, to make a careful inventory of the cannon in both forts, and I respectfully enclose his reports.

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

C. R. P. RODGERS,

Lieutenant, Commanding U. S. S. Wabash.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Acting Lieutenant Barnes, U. S. Navy, giving inventory of guns and munitions of war contained in Fort Beauregard.

U. S. STEAM FRIGATE WABASH,
Port Royal, S. C., November 9, 1861.

SIR: In compliance with your order of yesterday, I have this day visited the fort known as Fort Beauregard, situated upon Bay Point, and there instituted a careful survey of the ordnance and ammunition contained in and lying about the fort, and have to report as follows:

The fort has four faces, upon which guns are mounted, each face looking on the water and each gun so mounted as to command the water approach to Broad and Beaufort rivers. The guns are thirteen in number, of the following sizes:

Five 32's, navy pattern, 1845; all in good order.

One rifled 6-inch, new, marked U. S. A., 1861; J. R. A. & Co., T. F.; gun burst and carriage destroyed.

Five seacoast guns, 42-pounders, long and very heavy; all in good order.

One X-inch columbiad, marked U. S. A., 1861; J. R. A. & Co., T. F.; Palmetto coat of arms; weight 13,226 pounds; spiked with steel spike and loaded.

One VIII-inch columbiad; same marks as the X-inch; in good order.

There is also upon each flank of the main work, at a distance of about 150 yards from it, a small work built to command the land approach along the beach, as well as the channel abreast. These outer works are connected by earthworks with the main fort.

Upon the outer work on the left flank are mounted 2 24-pounders, in good order, marked S. C. Upon the outer work on the right flank are mounted 3 32-pounders, 63-cwt., navy pattern, 1845; all in good order.

Within the fort were also 2 fieldpieces, 6-pounders, old Spanish pattern; making in all 20 pieces of ordnance of the classes as above enumerated.

Within the fort I found a great amount of ammunition scattered about in disorder. In the shell room were several hundred shells filled and fuzed for the various sizes of guns. The magazine is filled with powder, put up in cylinders ready for use; the powder appears to be of most excellent quality. There are two furnaces for heating shot, both filled with shot, some of them partly melted. The ammunition chests are nearly all full of powder. In a pool of water in the rear large quantities of ammunition are lying where it was thrown by the enemy before retreating.

I am, very respectfully, your obedient servant,

JOHN S. BARNES,

Acting Lieutenant.

C. R. P. RODGERS, Esq.,

Commanding U. S. S. Wabash.

Report of Acting Lieutenant Barnes, U. S. Navy, giving inventory of guns and munitions of war contained in Fort Walker.

U. S. STEAM FRIGATE WABASH,
Port Royal, November 8, 1861.

SIR: In obedience to your order, I have this day made a careful examination of the guns and munitions of war mounted and contained within Fort Walker, so called, situated upon Hilton Head in this harbor, and have to report as follows:

Upon the sea front of said fort there are mounted upon the best improved modern barbette carriages, circular railways, the following guns:

One 6-inch rifled gun; marks J. R. A. & Co., T. F., 1861; U. S. A.; Palmetto coat of arms on pawl of sight (right-angle sea face); in good order.

Six 32-pounders of 62-cwt., each, 1845; navy pattern, of which one has the cascabel knocked off; three are dismantled and carriages ruined; all loaded and generally in good order.

One X-inch columbiad, 13,220 pounds weight; marks J. R. A. & Co., T. F., 1861; Palmetto coat of arms; U. S. A., 1861; in good order.

One VIII-inch columbiad, 9,018 pounds; marks J. R. A. & Co., T. F., 1861; U. S. A.

Three seacoast howitzers, VII-inch, 1,600 cwt.; old army pattern; in good order, loaded; one spiked with priming wire, marked "Charleston, with great haste."

One rifled 6-inch, in good order, loaded; marked J. R. A. & Co., T. F., 1861; U. S. A (in left angle sea front).

At or surrounding each gun, ammunition is placed in great profusion. Five large chests filled with powder for the various guns in front of them. Shot, shell, and rifled projectiles are also scattered about without limit. In center of fort are two furnaces for hot shot, and one pump with water.

In left wing are 1 32-pounder, same class as others before mentioned. 1 seacoast howitzer, 42-pounder, not mounted; all in good order.

[In] outer work, in rear, commanding land approach, are mounted 2 32-pounders, S. O., 1851 and 1827; loaded with canister by our men after taking possession to command land approach; in good order. 1 VIII-inch heavy howitzer, mounted on navy carriage, loaded with canister, just put up, commanding approach to angle of outer work; the only gun in embrasure; ammunition chest full, grape and canister surrounding gun; 1 English siege gun, marked with broad arrow, and G.R. and crown; 12-pounder, behind embankment at right of right wing; 1 English siege gun, marked with broad arrow, and G.R. and crown; 12 pounder, behind embankment at right of right wing, mounted to right of magazine to command the ditch of main work.

In right wing are mounted 3 32-pounders, same class as others before mentioned.

There are also in covered way, leading to shell room and magazine, about 250 X-inch, 100 VIII-inch shell, some loaded and fixed with sabots and straps; 50 42-pounder shot, 50 boxes (4 shell in each) rifled 6-inch shell of three patterns, 300 VIII and 6 inch canister, rammers, sponges, accouterments, primers, tools of all descriptions.

The magazine door being locked, I was unable to enter without destroying the door. In all, there are mounted 23 guns of heavy caliber, all of which are in good condition and serviceable.

I am, very respectfully, your obedient servant,

JOHN S. BARNES,
Lieutenant.

O. R. P. RODGERS,
Commanding U. S. S. Wabash.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pocahontas.

U. S. S. POCAHONTAS,
Port Royal Harbor, November 9, 1861.

SIR: In obedience to your order I beg leave to state that on the morning of the 7th instant I found myself a few miles from Tybee lighthouse, and at once commenced steaming for Port Royal entrance. Soon after I stood off in pursuit of a schooner, which I thought intended breaking the blockade, but which proved to be laden with coal for the squadron. As my stock was reduced to one day's supply, and it was reported to me that the fleet was at anchor outside, I thought it a good opportunity to replenish, while towing the vessel to our mutual destination, and this I was doing, when about 10 o'clock I heard the beginning of a cannonade. I immediately cast off the schooner and stood for the scene of action, which I reached at a little after 12 o'clock. In passing, I engaged the batteries on Bay Point and Hilton Head, but soon getting out of range of the former, I directed my fire on the latter until signal was made, about 2.30, to cease firing.

During this time, I expended 24 X-inch and 37 32-pounder shell and 5 32-pounder shot, and 4 15-pounder rifle shell. I could have fired much more frequently, but as there were evident signs toward the last that the enemy were leaving, I thought it well to spare the ammunition. The only injuries received were a shot through the mainmast and the boom topping lift and several small pieces of rigging cut away.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Commander, Commanding Pocahontas.

Flag Officer S. F. DU PONT,
Commanding South Atlantic Squadron, Port Royal Harbor.

Unofficial report of Commander Drayton, U. S. Navy, commanding U. S. S. Pocahontas.

U. S. S. PAWNEE,
Port Royal, November 30, 1861.

MY DEAR WISE: I wish I could give you something to interest you in connection with the attack on this place, and which would belong peculiarly to ordnance, but really can scarcely at present think of anything that has escaped the penny-a-liners. One thing struck me, however, in coming up, for I did not arrive in time for the first stage of the action, and that was the very large quantity of bombs bursting in air, and so high in air, too, as to have made them very harmless. There is no doubt that we committed the great sin of the enemy in pointing too high, which was undoubtedly, in their case, the reason that so little damage was done us. The few shot that struck me were all aloft, and from appearances on the following morning I could not perceive that we had at all injured their works, or at least to a degree that would have rendered them untenable. Three guns were more or less disabled, but plenty were left to carry on the battle, and if the report of the Charleston papers is true about killed, I think had they been a little older troops they would have made a much longer fight. As a proof of wild firing I saw X1-inch shell full a mile and a half behind the battery, and I have been told that many were found much further off. I don't understand their not having burst, as I am quite sure that every one of mine did. I found two difficulties with the screw (elevating).

In the case of the X-inch of the *Pocahontas*, it covered the sight at two degrees, so as to render it useless, and had I not made wooden ones for the muzzle we could not have regulated the elevation at all after that; and in the case of the rifle gun in this ship, when fired with much elevation, the handle invariably flies around, and if care is not taken it will break off the sight. There has been so much firing this war at long ranges that a long sight for the muzzle is indispensable, and it should be invariably supplied, as well as a table of approximate ranges beyond five degrees, particularly for the rifle guns. These latter do not seem to find much favor, owing most likely to the shape of the vent. There is great difficulty in keeping them clear, particularly with the friction primers, which are also very inconveniently exploded with the side vents. Then rapid firing is out of the question; as, if not washed out every few fires, nothing but a battering ram will get the shot home. This would, of course, preclude rapid firing. As the secesh people, however, seem to swear by them, never trusting the most insignificant fort or ship without at least one, we must, of course, have them too, or the game of the *Savannah* will be played again farther south, and indeed I think the last reports from Tybee mention something of the sort there. With the vantage ground their light steamers occupy, attempting to come to close quarters is utterly out of the question.

I have just returned from a scout up the St. Helena Sound and the adjacent rivers, and have been so impressed with its wonderful importance that I am in hopes of seeing it at once occupied. It is only inferior to this place in a slight difference of depth, and in everything else, including nearness to Charleston, decidedly superior. I found every place deserted, except by the negroes, and took possession of three forts, any one of which might have given us a great deal of trouble had they been occupied. With the gunboats I went up the Ashepoo River, and by pulling an hour or so in a boat might have paid Mr. Aiken a visit. The negroes are becoming perfectly demoralized, are doing nothing, and seem to be perfectly convinced that we have come to free them, and in consequence are most friendly, and whenever we call on them for assistance work like Turks. I overheard one of them say that they ought to work for us, as we were doing so for them. All these stories about their being afraid of our selling them off to Cuba are simply nonsense, as one of them very sensibly said to me: "Massa, you don't suppose we would have been here had we believed such things."

No doubt the papers will begin soon to pitch into us for slowness, but I think the fault lies with the army. In the first place 13,000 men can not do much, and in the next, I don't think when they landed they were much better than a mob, in which their officers did not seem to place much confidence. That the demoralization can only be compared to that after Bull Run throughout the whole lower country is undoubted, and I am satisfied that during the first week we could better have moved with 6,000 men than now with 40,000; the golden opportunity is passed, and as we won't go in search of them they are coming to us. The only way that I can account for the panic is the fear of the slaves, and there being really no troops in this part of the country, they had evidently stripped themselves here in hopes by that means to carry the war into Africa, the true game when practicable, and the one we are ourselves now trying. The gunboats have proved themselves invaluable for this kind of service, and it is only a pity that we had not forty instead of four; most useful employment could be found for all of them. It is rather singular that although the forts had the greatest quantity

of rifle shells and hot shot there is no knowledge of one of the former having burst or of one of the latter having burned. I do not believe myself that the common plunger with a nipple and cap will ever answer, and we must find out something else. The shell which struck the *Wabash* seemed to have done so fairly end on; the cap was crushed in and yet no explosion. They use a very ingenious mode of preventing accidental explosion, which is by placing two delicate pieces of wire on each side of the nipple, which must be crushed in before the head of the percussion cap can be reached.

We have here an English frigate *l'Immortalité*, pretty much of the *Wabash* class, but with much lighter guns, VIII-inch on gun and 32's on spar deck, but to make up, an Armstrong hundred-pounder, which is a perfect gun, only weighs 81 hundredweight, and finished like a piece of jewelry work. If the vent will stand, which they say it will, it is the gun, and my objections to breech-loading are much weakened after seeing it. The sights are at the side, and with a tangent screw for minutes, more strongly made than ours, and I think an improvement; in many other respects they are not up to us, as shape of guns, quoins instead of screws, etc., but ahead in the rifle musket, which is the Enfield, shortened, and with the regular ship's cutlass, very much such a one as our new one, only a little longer, to slip on as Sharps sword bayonet, giving it the enormous advantage over the latter of a sword with a guard for the hand, without which one can not be used as a weapon of defense, and I recommend it to your attention. All the pistols on board, two hundred and odd, are revolvers, the common pistol being entirely discarded. The rammers and sponges are, as in some of our ships, kept on the hooks during exercise. There is attached to each musket a safety cap to cover the nipple, on which the hammer rests when down, thus preventing all chance of explosion, and permitting the guns to be kept loaded in the arms chests, if it should be advisable on occasions, and much decreasing the chances of accident generally. Four shell for each gun are kept on deck overhead, amidships, and every weapon or utensil required for the gun's crew in action is also triced up overhead, including all spare articles. The ammunition for the boats is round the mainmast in a kind of crib.

The *Immortalité's* engine can work up to 2,800 horsepower, the *Wabash* only 900, and the captain assures me in smooth water she goes 13 knots with steam alone. * * *

Yours, most truly,

P. DRAYTON.

I will send you the expenditures of ordnance as soon as I can get them.

Report of Commander Gillis, U. S. Navy, Commanding U. S. S. *Seminole*.

U. S. STEAM SLOOP SEMINOLE,

Anchorage in Beaufort River, November 7, 1861—7:30 p. m.

SIR: Having proceeded from Hilton Head to the anchorage designated in your order of this evening, I have the honor to report to you our part of the proceedings in the action to-day with the rebel-battery and troops at Hilton Head.

In obedience to your general signal, we got underway with this vessel at 8:45 a. m., cleared ship for action, and took our station in line as directed, standing up channel between Hilton Head batteries and those on Phillips Island at Bay Point.

At 10 a. m. the rebels opened fire upon the *Wabash*, the leading ship of the line.

At 10:15 a. m., when in range of Bay Point battery, we opened fire with our starboard broadside, two 32-pounder medium guns, our XI-inch pivot gun trained on Hilton Head battery, with which we answered briskly the enemy's fire.

At 10:20 a. m. a shot over our starboard quarter cut away spanker boom topping lift near the poop.

At 10:25 a. m. a rifle bolt passed over starboard side forward, cut away ash crane, through hammocks, and over sheet anchor, port side.

At 10:35 a. m. headed down in position and returned in a lively manner the fire from Hilton Head battery with our starboard guns.

11:05 [a. m.] a 32-pounder from the rebels passed through the starboard side of the *Seminole*, just forward of our fore channels, across berth deck, cutting ladder of fore hatch, and lodged in the bags on port side.

11:15 [a. m.] our port main brace was shot away by rifle bolt.

11:18 a. m. another cut away our fore-topgallant backstay; another shot away our fore-topgallant halliards, fore-topsail buntlines and jib halliards.

At 11:50 a. m. expended all our shell for the medium 32-pounders; continued our fire with solid shot, using shell in our XI-inch pivot, some 30 of which, out of 42 XI-inch shell fired, took effect in and around the batteries and camp of the enemy.

At 2 p. m. gunboat inshore made signal, "Enemy enfeebled is."

At 2:45 p. m. flagship signaled "Cease firing."

Our guns were well served and our shot were seen to do good execution; ship kept in her position as near as possible without fouling other vessels; officers and crew did their duty with cheerful, cool, and steady courage. It gives me pleasure to commend them to your notice.

At 3:03 p. m. the star-spangled banner of our beloved Union was seen waving from the flagstaff at the headquarters of the Confederates. Permit me, sir, to congratulate you.

We expended 43 XI-inch shell, 82 32-pounder shell, and about 60 round shot during the action; kept our position next to *Mohican*, and toward the close of the fight we were abreast the guns of the upper or northwestern part of semicircular battery at Hilton Head, thus giving a cross or flank fire on the enemy's works with our starboard guns, and were the last to leave his battery, except some of the smaller gunboats. We were struck six times, but one shot in hull above water line; some of the crew received slight splinter wounds, but providentially none were killed.

I am, respectfully, sir, your obedient servant,

JNO. P. GILLIS,

Commander.

Flag-Officer S. F. DU PONT, U. S. Navy,

Commanding South Atlantic Blockading Squadron, Port Royal.

Report of Captain Lardner, U. S. Navy, commanding U. S. S. *Susquehanna*, regarding casualties to that vessel.

U. S. S. *SUSQUEHANNA*,

Hilton Head, November 8, 1861.

SIR: I have the honor to report that in the engagement yesterday with the fort at this place and its opposite, this ship was struck ten

times in the hull and in twenty different parts of spars and rigging, but was not materially injured.

Two men were mortally wounded, since dead, 1 severely, and 2 slightly hurt.

The officers and crew began the fight and went through with it with the greatest enthusiasm.

I am, very respectfully, your obedient servant,

J. L. LARDNER,
Captain.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of ammunition expended on board the U. S. S. Susquehanna.

U. S. S. SUSQUEHANNA,
Hilton Head, S. C., November 7, 1861.

SIR: The following is a correct account of the powder, shot, and shell used in the engagement of this day, viz:

Charges of 12 pounds	109
Charges of 8 pounds	70
Charges of 9 pounds	42
Charges of 8 pounds	173
Charges of 6 pounds	32
Solid shot	2
5-second shell	145
10-second shell	142
15-second shell	137

Very respectfully,

WM. H. SUMMERS,
Acting Gunner.

Captain JAMES L. LARDNER,
Commanding U. S. S. Susquehanna.

Report of Commander Godon, U. S. Navy, commanding U. S. S. Mohican, regarding casualties to that vessel.

U. S. S. MOHICAN,
Port Royal Harbor, November 9, 1861.

SIR: I have to report that in the engagement off Hilton Head this ship suffered the following damage:

Shot in starboard main yardarm, five shot in hull.

One screw to main rigging carried away by a shot. Serious injuries to after hatch; nothing, however, that may not readily be repaired with some carpenter's aid. One of my boats is so much injured that it must be replaced or repaired at once, and I have not the means. The officers and crew did what I expected of them in the engagement, their entire duty, with spirit and heart.

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

S. W. GODON,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Commander Steedman, U. S. Navy, commanding U. S. S. Bienville, regarding casualties on board that vessel.

U. S. S. BIENVILLE,
Port Royal Harbor, November 8, 1861.

SIR: I have the honor to report that in the action of yesterday with the forts this vessel was struck several times, one shot passing through and through her, another striking bulwarks forward, unfortunately mortally wounding two men, Patrick McGuigan and Alexander Chambers (since dead), and slightly wounding three others, Peter Murphy, Alexander Pivey, and William Gilchrist, whilst gallantly fighting at their guns. The other shots did but little damage. It affords me the utmost gratification to bring to your notice the excellent conduct of the officers and men. It would be impossible to particularize the bearing of any one officer or man, such was their gallant conduct.

During the engagement we fired from this vessel 84 32-pounder solid shot, 39 32-pounder shell, and 62 rifle shell.

I am, sir, very respectfully, your obedient servant,
CHARLES STEEDMAN,
Commander.

Flag-Officer S. F. DU PONT,
Commander in Chief of Naval Forces, &c.

Report of Lieutenant Collins, U. S. Navy, commanding U. S. S. Unadilla.

U. S. GUNBOAT UNADILLA,
Off Hilton Head, S. C., November 8, 1861.

SIR: I have the honor to report that we fired yesterday at Forts Walker and Beauregard 33 X1-inch shells and 37 20-pounder shells from the Parrott gun.

A majority of the latter either fell short or exploded prematurely, while the latter did good execution.

The vessel was struck six times, but no person on board was sufficiently hurt to be classed as wounded.

The principal injuries are to two of our boats, the loss of our main boom, and a shot 18 inches below the water line, immediately forward of the boilers, which will be repaired temporarily this day.

In designating the persons who did their whole duty, I herewith enclose the muster roll of the vessel.

I am, sir, very respectfully, your obedient servant,
N. COLLINS,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
U. S. Flagship Wabash.

Report of Lieutenant Ammen, U. S. Navy, commanding U. S. S. Seneca.

U. S. GUNBOAT SENECA,
Port Royal, S. C., November 15, 1861.

SIR: In obedience to your order of this date, I have the honor to make the following report:

On Monday, the 4th, this vessel entered Port Royal and sounded the channel until within 3 miles of Bay Point, when we were signaled from the *Ottawa* to return and anchor, which we did at 4 p. m. near her, about a mile farther out and a cable's length nearer the batteries. The fleet generally at this time were standing in and anchoring.

An hour later three rebel steamers approached us and opened fire with rifled guns, but at a distance which proved ineffective. The *Ottawa*, *Pembina*, and this vessel got underway, and standing in at an angle allowing our heavy guns to bear, drove them before us. At sunset we returned and anchored as before.

At daylight on Tuesday several rebel steamers again attacked us. We got underway, and obeying signal from the *Ottawa*, accompanied her, with the *Pembina*, *Curler*, *Isaac Smith*, and afterwards the *Pawnee*, drove them until we were within a cross fire of the batteries of Hilton Head and Bay Point, both opening upon us. No material damage was sustained; a heavy shell or shot probably struck the vessel on the port side, but I have been unable to find it, and probably will not until we get in a seaway. Our rigging was struck three times. The object being effected, that of ascertaining the strength of the rebel batteries, we returned and anchored as before at about half past 8.

Two or three hours after, the rebel steamers again approached us, and finding that they were within range I had the satisfaction of firing an XI-inch shell at the flagship, which was seen from aloft, as well as by several persons on deck, to strike just abaft the starboard wheelhouse. The vessel put into Bay Point, and on returning, or rather showing herself in the afternoon, had a large white plank forward of the port wheelhouse, probably where the shell went out.

On the morning of the 7th, obeying signal, we took position assigned in the line, and passing up, delivered our fire at Bay Point, and on arriving out of fire of the batteries, made chase, as directed by instructions, to the rebel steamers. They being river boats, soon left us, and I had the chagrin of having wasted several shells at them at ineffective distance.

Returning to the attack on Hilton Head, we passed so near to the shore as to be fired upon by riflemen, who kept quiet on being fired on by our Parrott 20-pounder. From an enfilading position we began with 10-second fuzes, and closing up found ourselves within effective 5-second range. At the latter part of the action we were within howitzer range, and were using both howitzers effectively, as well as XI-inch gun and Parrott 20-pounder.

During the engagement we fired 63 XI-inch shells, 9 with 15-second fuzes, 28 with 10-second fuzes, and 26 with 5-second fuzes. Thirty-three projectiles from the Parrott gun were also fired and 12 24-pound shrapnel.

I am sorry to say that the Parrott shell appears defective. Its flight was wild and range short. As I fired once myself I know they were not to be depended on, and the captain of the gun was much disappointed at his results.

During the engagement an officer was kept at the masthead, whose duty it was to report our firing, by which we were governed. I have therefore reason to believe that our fire was effective.

Few of our crew have served before in a vessel of war, and as we went into commission only three weeks before the engagement, Mr. Sproston, the first lieutenant of the vessel, fired nearly all the XI-inch shells with his own hand. Of him, as well as of the officers and crew generally, I have to express my warmest commendation and my surprise that amidst such a shower of shot and shells we received no damage.

I am, very respectfully, your obedient servant,

DANL. AMMEN,

Lieutenant, Commanding Seneca.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Wyman, U. S. Navy, commanding U. S. S. Pawnee.

U. S. S. PAWNEE,
Port Royal Harbor, S. C., November 8, 1861.

SIR: The following are the damages sustained by this vessel in the engagement of yesterday, viz:

One 42-pounder shot starboard quarter at water line; one 18 inches above; these two shot cut four of the frame timbers, passed through the wardroom, knocking down bulkhead and demolishing drawers and bureau of the second room, also sideboard in wardroom and iron safe, knocking in a panel in the opposite room and partly destroying the bureau. One of them struck the deck above, raising two planks, and passed through a panel into the master's room.

One round shot passed through the launches' chock on the starboard side, through the launch, breaking the spare topmast and out through the port bulwarks.

One passed through starboard forward port, striking the chase of No. 1 gun, then upper sill of port and the cap square, breaking the trunnion of the starboard forward gun.

One passed through the bulwarks 3 feet forward of starboard forward gun, tearing off large splinters, struck the coaming of fore hatch and fell.

One port side, amidships, at water line; did not penetrate.

One grazed foreyard and one cut the main topgallant yard rope.

All the injuries to crew were made by splinters.

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

R. H. WYMAN,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding U. S. South Atlantic Blockading Squadron.

Report of Lieutenant Wyman, U. S. Navy, commanding U. S. S. Pawnee, transmitting surgeon's report of casualties on that vessel.

U. S. S. PAWNEE,
Port Royal Entrance, S. C., November 7, 1861.

SIR: I have the honor to enclose herewith the report of the surgeon of this vessel of the casualties resulting from this day's engagement.

As we have no chaplain on board, will you be pleased to give directions regarding the burial of our dead.

I would here mention that all this ship's company, officers and crew, have behaved with the greatest energy and coolness.

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

R. H. WYMAN, U. S. Navy,
Lieutenant, Commanding U. S. S. Pawnee.

Flag-Officer S. F. DU PONT,
Commanding U. S. South Atlantic Squadron.

[Enclosure.]

U. S. S. PAWNEE,
Port Royal Entrance, S. C., November 7, 1861.

SIR: I have to report the following casualties resulting from the engagement to-day.

Killed, 1—John Kelly, ordinary seaman; chest crushed by splinters from a round shot.

Severely wounded, 1.—William H. Fitzhugh, first-class boy; leg crushed by splinters, involving amputation.

Slightly wounded, 3—Mr. Alfred Washburn, master's mate; head and back bruised by splinters. Jacob Hahn, boy; head contused. Patrick Quinn, ordinary seaman; foot torn by splinters.

Respectfully, your obedient servant,

F. M. GUNNELL,
Surgeon.

Lieutenant Commanding R. H. WYMAN.

Report of Lieutenant Wyman, U. S. Navy, commanding U. S. S. Pawnee, regarding one death from injuries.

U. S. S. PAWNEE,
Port Royal Harbor, S. C., November 8, 1861.

SIR: William H. Fitzhugh, first-class boy (contraband), reported yesterday as having received a serious fracture of the leg from splinters, died last night.

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

R. H. WYMAN,
Lieutenant, U. S. Navy, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Acting Lieutenant Budd, U. S. Navy, commanding U. S. S. Penguin.

U. S. S. PENGUIN,
Port Royal, S. C., November 8, 1861.

SIR: I have the honor to report that yesterday a. m., in conformity to signal by the flagship, I weighed anchor, took position as prescribed in line of battle, and followed the leading vessels into action.

Having shifted over one gun from the port to the starboard side, I was enabled to present three guns on that broadside. These, together with the 12-pound Dahlgren rifle gun on the fore-castle, were served throughout the engagement with remarkable precision and coolness by their respective crews.

When abreast the rebel batteries, a shot from the one located at Hilton Head entered the steam drum above the spar deck. Out rushed the steam and the engine stopped. Soon after a 32-pound round shot from the Bay Point battery struck a skylight on the quarter-deck and buried itself deeply into an oak bitt-head on the port side, after carrying away the tiller chain on that side.

We were promptly taken in tow by the U. S. S. *Augusta*, to whose commander I feel indebted for the efficient manner in which he thereafter brought us under fire upon every favorable occasion.

Acting Master Harris, who had charge of the gun-deck division; Paymaster Wood, in charge of powder division; the engineer and other officers, behaved with deliberate energy throughout.

To Divine Providence we all give thanks for our preservation from the slightest bodily injury, and especially when we reflect that had the boiler been penetrated a short distance lower, the loss of life from the escape of the steam must have been serious.

With the greatest admiration at the splendid manner with which your flagship was fought and handled, and duly grateful to those through whose favor I was allowed to participate in a victory the results of which must be so glorious and important to the cause we serve,

I remain very respectfully, your obedient servant,

THOS. A. BUDD,

Acting Lieutenant, Commanding U. S. S. Penguin.

Flag-Officer S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Stevens, U. S. Navy, commanding U. S. S. Ottawa.

U. S. GUNBOAT OTTAWA,

Off Hilton Head, November —, 1861.

SIR: I have the honor to report that as soon as the *Ottawa*, under my command, could take up her position in the order of battle, I weighed anchor, following in the wake of our leading vessel.

When abreast of Bay Point battery, finding that our XI-inch gun was doing good execution, I stopped the engine to engage it, and threw about a dozen shells in and about the fortification.

Discovering, however, that we were under a cross fire, I steamed up to take distance in the order assigned. About this time a 32-pound shot struck the *Ottawa* in the port waist, just abaft the pivot gun (XI-inch), wounding severely Mr. Keene, one of the acting masters, who subsequently lost his leg by amputation, one other man seriously, and four others slightly, and doing considerable damage to the deck of the vessel, the coamings of the forward coal-bunker hatch, and splitting two of the upper beams.

Discovering, as we ranged up with the fort on Hilton Head, that we occupied an enfilading position, I continued to occupy it until the enemy deserted their batteries, when, being the nearest to them, I signaled the same to the flagship and stopped firing, about 500 yards from the fort.

While engaging at a distance of about 1,000 yards, and when within 300 yards of the beach of Hilton Head, some of the riflemen of the enemy commenced firing upon us, when we opened with the howitzers, charged with shrapnel, and quickly dispersed them.

It only remains for me to notice the good conduct, coolness, and gallantry of both officers and men upon the occasion, who behaved with the steadiness of veterans, and to commend them to your favorable notice, and the notice of the Department, as worthy supporters of the cause we have espoused.

Very respectfully,

T. H. STEVENS,

Lieutenant, Commanding, U. S. Navy.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Newcomb, U. S. Navy, commanding U. S. S. R. B. Forbes.

U. S. S. R. B. FORBES,

Port Royal Bay, S. C., November 8, 1861.

SIR: I have the honor to report to you that after performing the duty assigned to me yesterday I hastened to join the squadron, my pilot

refusing to bring me nearer to the scene of action. I soon discovered the battery abreast of me and quite near. I commenced firing. Several shells were fired near and around us. I then took my position as ordered and fired 43 shell from our rifled guns, but few falling short of the battery. In firing the Cochran shell, several jammed in the bore of both guns, although well greased before entering them. I had no difficulty in using the Hotchkiss shells. A flagstaff on shore was shot away. Every officer and man acted with coolness and laudable spirit.

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

HENRY S. NEWCOMB,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron.

Report of Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Isaac Smith.

U. S. S. ISAAC SMITH,
Port Royal Bay, S. C., November 15, 1861.

SIR: On Thursday, November 7, this vessel, with the *Vandalia* in tow astern, passed the batteries at Hilton Head and Bay Point twice.

At noon a shot from Bay Point battery struck the fore gaff, cutting it in two. This was the only damage sustained, the enemy throwing their shot directly over and beyond us.

I fired from the Parrott 30-pounder 28 shell at the batteries and 3 at the rebel steamers to the northward; in all, 31 shell.

Officers and crew behaved with perfect coolness during the action.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Report of Acting Lieutenant Watmough, U. S. Navy, commanding U. S. S. Curlew.

U. S. S. CURLEW,
Off' Hilton Head, Port Royal, November 12, 1861.

SIR: I have the honor to report that this vessel sustained no damage or loss during the reconnoissance on the 5th instant or during the general attack upon the enemy's batteries at Hilton Head and Bay Point, except in the fracture of the Parrott 20-pounder within 18 inches of the muzzle; all the fragments were carried overboard, leaving a rugged end which disabled the gun for further service.

The tubes of the condenser and several of the flues of two of the boilers were started by the concussion of our own battery, causing them to leak so seriously that repairs are necessary.

One hundred and two solid shot, 12 15-second shell, and 21 10-second shell were fired during the general attack.

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

PEND. G. WATMOUGH,
Acting Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Additional Report of Acting Lieutenant Watmough, U. S. Navy, commanding U. S. S. Curlew.

U. S. GUNBOAT CURLEW,
Port Royal, S. C., November 17, 1861.

SIR: It affords me great pleasure to speak with praise of the general gallantry, coolness, and cheerfulness of the officers and men under my command during the several actions with the rebel squadron and batteries on the 4th, 5th, and 7th, instant.

Master H. E. Mullan, acting executive officer, rendered efficient service by his readiness and zeal. Acting Master O. A. Curtis, in charge of the battery of 32s, is deserving of all praise for the spirit he instilled the men with, and effectualness and accuracy of the divisional firing. Acting Master Robert Spavin's steadiness at the wheel merits commendation. Acting Master H. N. Parish, who had charge of the Parrott pivot gun, disabled early in the action of the 7th by the enemy's shot, afterward assisted with his crew at the broadside battery.

The paymaster, William A. Aiken, acting as signal officer, by his coolness and watchfulness, was of material assistance; he also kept a careful record of the incidents of the several actions. Messrs. Emery, Swasey, McConnell, and Loyd, engineers of the vessel, with great difficulties to contend against in the general unfitness of engine, boiler, and condensing apparatus for such rough service, managed to carry us through the action, for which I was thankful.

Fortunately the readiness of our medical officer, Mr. Pierucci, was not called upon. Masters Mate Duncan, acting as gunner, provided a bountiful supply of ammunition for the battery.

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

PEND. G. WATMOUGH,
Acting Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron

Report of Lieutenant Bankhead, U. S. Navy, commanding U. S. S. Pembina.

U. S. GUNBOAT PEMBINA,
Port Royal, November 15, 1861.

SIR: In obedience to your order of to-day, I forward herewith a report of the part taken by this vessel in the action of the 7th instant:

November 7, 9:30 a. m., got underway in obedience to signal from flagship and took station assigned. At 10:05 commenced firing at Bay Point batteries from XI-inch gun and 20-pounder rifle, using 15-second fuzes from former and percussion shell from the latter. The first appeared to burst with great precision, but the shells from the rifle were very uncertain. Passing the fire of Bay Point, closed up with Hilton Head batteries, and with little interruption remained engaged until 2:15 p. m., when the enemy were discovered leaving their battery. Ceased firing, ran down, and reported same to Flag-Officer Du Pont. I have no casualties to report among officers or crew, nor any injuries to the vessel, although much of the time under a heavy fire, most of their shot passing over us. The conduct of the officers and men throughout the action was unexceptionable, all attending to their duty with a courage and coolness which were more to be admired, as it was their first time under fire.

I am, respectfully, your obedient servant,

J. P. BANKHEAD,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, U. S. S. Wabash.

Report of Commander Parrott, U. S. Navy, commanding U. S. S. *Augusta*.

U. S. S. *AUGUSTA*,

Port Royal Harbor, S. C., August 27, 1862.

SIR: Immediately after the battle of Port Royal we were dispatched on blockading duty, and, consequently, were not present when the reports of the commanding officers of the other vessels engaged were sent in.

Before leaving this station, I think it my duty to testify to the gallantry and good conduct displayed on that occasion by all the officers and men of the *Augusta*. They were as cool as they are any other day, and I was very well satisfied with the precision of their fire.

The shot were pretty thick over and around us, but we were struck but once in the hull. This immunity I attribute to the flagship and other leading ships receiving the weight of the enemy's fire and being the chief objects of their aim.

Early in the action we saw the *Penguin*, near us, disabled by a shot, enveloped in steam, but still keeping up her fire with spirit. We took her in tow, and during the remainder of the fight passed the batteries with her in line with the other ships.

I am, very respectfully, your obedient servant,

E. G. PARROTT,
Commander.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Abstract log of the U. S. ship *Vandalia*, Commander Haggerty, U. S. Navy, commanding.

November 7, 1861.—At 9:30 a. m., ship was taken in tow by the steamer *Isaac Smith* and took our position in rear of first line of battle, in obedience to general order. Standing in to pass the battery on the southern point of St. Philip's Island; cleared for action. At 10:30, coming within long range, opened with starboard battery a broadside of round shot on the St. Philip's Island side and the port on the battery on Hilton Head, and continued with shell while in range, the enemy returning the fire with rifled guns, the shots passing between the masts and close around the ship. Followed the line of battle, sheering around with the starboard helm, and passing the battery on Hilton Head in order; opening fire when in range; continued the action when in range till 2 p. m., when the battery on Hilton Head being silenced and deserted, flagship sent a boat ashore with flag of truce. They, finding no one in the battery, hoisted the American flag, which was received by the squadron with hearty cheers.

Abstract log of the U. S. S. *Mercury*, Acting Master Martin, U. S. Navy, commanding.

November 5, 1861.—Received General Sherman and ——— on board and stood toward the shore on a reconnoissance. Saw several United States steamers engaged with the rebel batteries on shore and three rebel steamers. At 9:30 a. m. we fired one 30-pound shell at a rebel steamer, which fell short of her.

November 7.—Port Royal Harbor, South Carolina. At 7 a. m. got underway. At 11:58 beat to quarters and saw the whole fleet in action

and engaged the rebel batteries on shore. We took a position about 1,600 yards from the shore rebel camp and fired fifteen 30-pound shells, of which four were seen to take effect, exploding in the midst of the camp. At 3 p. m. the stars and stripes were hoisted on Hilton Head battery by Captain John Rodgers, U. S. Navy, who found, on landing, that the rebels had all retreated and the batteries mounted about twenty-seven guns. We beat retreat and assisted in landing troops from the U. S. flagship *Wabash*.

February 10, 1862.—Acting Master S. G. Martin detached from this vessel and Acting Master Rockwell ordered to take temporary command.

Report of Captain Ringgold, U. S. Navy, commanding U. S. frigate *Sabine*, explaining the absence of that vessel at the time of the attack.

U. S. FRIGATE *SABINE*,
New York, January 6, 1862.

SIR: I beg leave to inform you that on my arrival in the outer roads of Port Royal (8th November last) with the rescued marine battalion, under Major Reynolds, I dispatched Lieutenant and Executive Officer Balch with a letter to Flag-Officer Du Pont, simply reporting the nature of my special mission to him (see my letter, copy hereunto annexed, marked "A" *), intending, as was my duty, after resuming my proper station, to forward to Flag-Officer Goldsborough, under whose orders I was serving, a detailed report of the circumstances of the rescue of Major Reynolds' battalion from the wreck of the transport steamer *Governor* by the frigate *Sabine*, under my command.

On the return of Lieutenant Balch, next day, I learned for the first time that my ship had been transferred to Flag-Officer Du Pont's command, who, in a private note, acknowledges my letter, and says, "I have your report of having saved the marines, and until I can acknowledge your handsome services officially, please receive my informal thanks," directing me, at the same time, to resume the blockade of Georgetown, to which place I immediately proceeded (hereunto annexed, marked "A-2").

It was here, for the first time, while preparing an exact report of the transaction to him, in consequence of my having been placed under his command, that I received his letter of the 24th November, conveying his previous order of 3d to me, to join him off Port Royal, and the letter of Flag-Officer Goldsborough, placing me under his orders (hereunto annexed, marked "B," "C," "D"). In his letter of 24th he regrets that his order of 3d November had not reached me, and in the postscript (as you will perceive) he assigns the reason why he could not transmit it by the *Curlew* in time for me to join him and take active part in the bombardment of the forts.

You will therefore perceive that it was no fault of mine that the noble ship under my command, with her powerful armament, did not participate and do her full share in the capture of the forts.

The report of Flag-Officer Du Pont to the Department contains a remark touching the absence of the "heavy frigates" under his command during the attack that, without explanation, would seem to apply to the *Sabine*. No censure can attach to her.

Ignorant of the existence of any orders, she was on her station in the performance of the duty, as stated in the accompanying report.

* See p. 238.

On returning to Port Royal in December last, no allusion was made by Flag-Officer Du Pont (during several interviews) to the subject of the official notice of the "handsome services," an omission to be ascribed, no doubt, to the pressure of important public cares.

Under the circumstances it becomes a duty to myself, as well as the officers and men of the *Sabine*, to submit to you a faithful narrative of the event and to request that as an act of simple justice to all the parties concerned, my report,* and accompanying papers,* may be put on record upon the files of the Navy Department.

I am, sir, with great respect, your obedient servant,
 CADWALADER RINGGOLD,
Captain, Commanding Sabine.

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

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Wyman, U. S. Navy, regarding the burial of the dead.

FLAGSHIP WABASH,
Port Royal Harbor, Thursday Evening, November 7, 1861.

SIR: All the dead from the different ships of the fleet will be buried on shore to-morrow. Further notice will be given of the time.

Respectfully, your obedient servant,
 S. F. DU PONT,
Flag Officer, etc.

Lieutenant Commanding R. H. WYMAN, U. S. Navy,
U. S. S. Pawnee.

General order of Flag-Officer Du Pont, U. S. Navy, commending the gallantry of the officers and men of his command.

GENERAL ORDERS, }
 No. 2. }
 FLAGSHIP WABASH,
Hilton Head, Port Royal Sound,
November 8, 1861.

It is the grateful duty of the commander in chief to make a public acknowledgement of his entire commendation of the coolness, discipline, skill, and gallantry displayed by the officers and men under his command in the capture of the batteries on Hilton Head and Bay Point, after an action of four hours' duration.

The flag-officer fully sympathizes with the officers and men of his squadron in the satisfaction they must feel at seeing the ensign of the Union flying once more in the State of South Carolina, which has been the chief promoter of the wicked and unprovoked rebellion they have been called upon to suppress.

S. F. DU PONT.
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Letter from Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, expressing appreciation of the support given by the U. S. S. *Susquehanna*.

U. S. S. WABASH,
Off Hilton Head, Port Royal, S. C., November 9, 1861.

MY DEAR LARDNER: I enclose a general order to be read to the officers and crew of the *Susquehanna*, and I take the occasion to say that

* For enclosures, see pp. 236, 238-245.

your noble ship throughout the whole of the battle was precisely where I wanted her to be, and doing precisely what I wanted her to do, and that your close support of this ship was a very gallant thing.

Truly, your friend,

S. F. DU PONT.

Captain J. L. LARDNER,
Commanding Susquehanna.

Congratulatory letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy.

U. S. TRANSPORT ATLANTIC, *November 7, 1861.*

COMMODORE: Allow me to congratulate you on your success to-day. I intended to call on you in person this evening, but am compelled to forego the pleasure until to-morrow.

I am very much afraid it is the intention of the enemy to burn Bay Point to-night. I respectfully suggest the propriety of occupying it to-night. It has already been evacuated, but for fear the gunners will return this evening, if one or two gunboats are sent over I can land a regiment there at once and save the guns, carriages, ammunition, etc.

Yours, truly and faithfully,

T. W. SHERMAN,
Brigadier-General.

Flag-Officer S. F. DU PONT.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, acknowledging congratulatory letter.

U. S. S. WABASH,
Off' Hilton Head, November 7, 1861.

MY DEAR GENERAL: I have your kind congratulations. My first thought after we made the cordon for your landing was Bay Point. I have five vessels over there to prevent the steamers carrying off men and material. You can send a regiment over whenever you deem it fit.

The stampede was so immediate after our second turn and opening, which, though I say it myself, was fine, that we have taken any amount of papers and documents and muster rolls, flags, and great many officers' trunks, etc.

The most important letter is one from the brigadier-general at Savannah, sending reinforcements here of the most feeble kind, three companies and two fieldpieces, and asking General Drayton, commanding at Hilton Head, to send them back as soon as possible. You have nothing to apprehend there for weeks. *Forbes* has gone out for *Ocean Express*.

Yours, most faithfully,

S. F. DU PONT.

[General SHERMAN.]

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, acknowledging the complimentary terms of dispatch sent to the War Department.

FLAGSHIP WABASH,
Port Royal Harbor, S. O., November 19, 1861.

GENERAL: A paper has just been put into my hands containing your dispatch of the 8th instant to the War Department, in which you have

expressed in generous terms your appreciation of the engagement between the squadron and the enemy's forts.

Please receive my warm thanks for the compliment, not alone for myself but for my associates. This gratifying testimony from a gallant soldier has gone to the heart of every officer of the fleet, and will tend to maintain that harmonious cooperation between the two arms of the service which has been enjoined by the President, which is so agreeable to you and myself, and so conducive to the public interest.

I am, general, yours, most respectfully,

S. F. DU PONT.

Brigadier-General SHERMAN,
Port Royal Harbor.

Report of Brigadier-General Sherman, U. S. Army.

HEADQUARTERS EXPEDITIONARY CORPS,
Port Royal, S. C., November 8, 1861.

SIR: I have the honor to report that the force under my command embarked at Annapolis, Md., on the 21st of October, and arrived at Hampton Roads, Virginia, on the 22d. In consequence of the delay in the arrival of some of our transports and the unfavorable state of the weather, the fleet was unable to set out for the Southern coast until the 29th, when, under convoy of a naval squadron, in command of Commodore Du Pont, and after the most mature consideration of the objects of the expedition by that flag-officer and myself, it was agreed to first reduce any works that might be found at Port Royal, S. C., and thus open the finest harbor on the coast that exists south of Hatteras. It was calculated to reach Port Royal in five days at most, but in consequence of adverse winds and a perilous storm on the day and night of the 1st of November, the fleet arrived at Port Royal Bar not till the 4th, and then but in part, for it had been almost entirely dispersed by the gale, and the vessels have been straggling in up to this date. The transport steamers *Union*, *Belvidere*, *Osceola*, and *Peerless* have not arrived. Two of them are known to be lost, and it is probable that all are. It is gratifying, however, to say that none of the troop transports connected with the land forces were lost, though the *Winfield Scott* had to sacrifice her whole cargo and the *Roanoke* a portion of her cargo to save the lives of the regiments on board. The former will be unable to again put to sea. The vessels connected with the naval portion of the fleet have also suffered much, and some have been lost.

After a careful reconnoissance of Port Royal Bay it was ascertained that the rebels had three fieldworks of remarkable strength, strongly garrisoned, and covered by a fleet of three gunboats under Captain Tattnall, late of the U. S. Navy, besides strong land forces, which the rebels were concentrating from Charleston and Savannah. The troops of the rebels were afterwards ascertained to have been commanded by General Drayton. One of the forts, and probably the strongest, was situated on Hilton Head, and the other two on Phillips Island. It was deemed proper to first reduce the fort on Hilton Head, though to do this a greater or less fire might have to be met from the batteries on Bay Point at the same time. Our original plan of cooperation of the land forces in this attack had to be set aside in consequence of the loss, during the voyage, of a greater portion of our means of disembarkment,

together with the fact that the only point where the troops should have landed was from 5 to 6 miles (measuring around the intervening shoal) from the anchoring place of our transports—altogether too great a distance for successful debarkation with our limited means. It was therefore agreed that the place should be reduced by the naval force alone. In consequence of the shattered condition of the fleet and the delay in the arrival of vessels that were indispensable for the attack, it had to be postponed until the 7th instant. I was a mere spectator of the combat, and it is not my province to render any report of this action, but I deem it an imperative duty to say that the firing and maneuvering of our fleet against that of the rebels and their formidable land batteries was a masterpiece of activity and professional skill that must have elicited the applause of the rebels themselves as a tactical operation. I think that too much praise can not be awarded to the science and skill exhibited by the flag-officer of the naval squadron and the officers connected with the ships. I deem the performance a masterly one, and [it] ought to have been seen to be fully appreciated. After the works were reduced I took possession of them with the land forces. The beautifully constructed work on Hilton Head was severely crippled and many of the guns dismantled. Much slaughter had evidently been made there, many bodies having been buried in the fort, and some twenty or thirty were found some half a mile distant. The island for many miles was found strewed with arms and accouterments and baggage of the rebels, which they threw away in their hasty retreat. We have also come into possession of about forty pieces of ordnance, most of which is of the heaviest caliber and the most approved models, and a large quantity of ammunition and camp equipage.

It is my duty to report the valuable services of Mr. [O. O.] Boutelle, assistant in the Coast Survey, assisting me with his accurate and extensive knowledge of this country. His services are invaluable to the Army as well as the Navy, and I earnestly recommend that important notice be taken of this very able and scientific officer by the War Department.

I am, very respectfully, your obedient servant,

T. W. SHERMAN,

Brigadier-General, Commanding.

ADJUTANT-GENERAL, U. S. ARMY,

Washington, D. C.

Additional report of Brigadier-General Sherman, U. S. Army.

HEADQUARTERS EXPEDITIONARY CORPS,
Hilton Head, S. C., November 11, 1861.

SIR: In addition to my report of the 8th instant, and after a more perfect examination into details, I have to state that the number of pieces of ordnance which have fallen into our hands is fifty-two, the bulk of which is of the largest caliber, all with fine carriages, etc., except eight or nine that were ruined by our fire, which dismantled their pieces.

A complete inventory of the amount of public property captured is being prepared and will be duly furnished. Besides the wreck of small arms, etc., thrown away by the rebels in their hasty retreat, as stated in my last, a light battery of two fine 12-pounder howitzers has been found to have been abandoned near the ferry, about 6 miles distant. I have also ascertained by examination that the flight of the rebels

extended to Braddock Point, at the south end of the island, and about 15 miles distant, the fort at that point being deserted and its guns spiked. It has one X-inch columbiad and two 5½-inch guns.

On clearing out the fort at Hilton Head the dead body of Dr. Buist, formerly an assistant surgeon in the Army, was found in one of the galleries leading from the terre-plein to a caponiere, he having been killed by the explosion of a shell and buried by the falling in of a parapet. He was the principal surgeon of this fort.

The effect of this victory is startling. Every white inhabitant has left the island. The wealthy islands of St. Helena, Ladies, and most of Port Royal are abandoned by the whites, and the beautiful estates of the planters, with all their immense property, left to the pillage of hordes of apparently disaffected blacks, and the indications are that the panic has extended to the fort on the north end of Reynolds' Island, commanding the fine anchorage of St. Helena Sound. Of this, however, I shall have satisfactory information in a few days. I am now in the occupation of the forts at Hilton Head, the two on Phillips Island, and the one at Braddock Point. The task of unloading our vessels will be a very slow and difficult operation, in consequence of the extended shallow shores, until wharves can be constructed. Nevertheless, it is expected to be able to leave here with a large force as soon as our defenses are fully underway, to further carry out the grand objects of the expedition.

I am, very respectfully, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding.

The ADJUTANT-GENERAL U. S. ARMY,
Washington, D. C.

General order of the Secretary of the Navy expressing commendation.

NAVY DEPARTMENT, *November 13, 1861.*

The Department announces to the Navy and to the country its high gratification at the brilliant success of the combined navy and army forces, respectively commanded by Flag-Officer Du Pont and Brigadier-General T. W. Sherman, in the capture of Forts Walker and Beauregard, commanding the entrance of Port Royal Harbor, South Carolina. "To commemorate this signal victory, it is ordered that a national salute be fired from each navy yard at meridian on the day after the receipt of this order.

GIDEON WELLES,
Secretary of the Navy.

Message of the President to Congress, recommending that a vote of thanks be tendered to Flag-Officer Du Pont, U. S. Navy.

WASHINGTON, *February 4, 1862.*

To the Senate and House of Representatives :

The third section of the "Act further to promote the efficiency of the Navy," approved December 21, 1861, provides:

That the President of the United States, by and with the advice of the Senate, shall have the authority to detail from the retired list of the Navy, for the command of squadrons and single ships, such officers as he may believe that the good of the

service requires to be thus placed in command; and such officers may, if upon the recommendation of the President of the United States they shall receive a vote of thanks of Congress for their services and gallantry in action against an enemy, be restored to the active list, and not otherwise.

In conformity with this law Captain Samuel F. Du Pont, of the Navy, was nominated to the Senate for the continuance as the flag-officer in command of the squadron which recently rendered such important service to the Union in the expedition to the coast of South Carolina.

Believing that no occasion could arise which would more fully correspond with the intention of the law, or be more pregnant with happy influence as an example, I cordially recommend that Captain Samuel F. Du Pont receive a vote of thanks of Congress for his services and gallantry displayed in the capture of Ports Walker and Beauregard, commanding the entrance of Port Royal Harbor, on the 7th of November, 1861.

ABRAHAM LINCOLN.

Letter of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, transmitting joint resolution tendering the thanks of Congress.

NAVY DEPARTMENT, *July 30, 1862.*

SIR: I have the pleasure to enclose herewith a certified copy of a joint resolution of Congress, approved 22d February, 1862, tendering its thanks to yourself and officers, petty officers, seamen, and marines under your command for the victory at Port Royal.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron, etc.

[Enclosure.]

Resolution of Congress extending a vote of thanks to Flag-Officer Du Pont, U. S. Navy, upon recommendation of the President.

A resolution tendering the thanks of Congress to Captain Samuel F. Du Pont and officers, petty officers, seamen, and marines under his command for the victory at Port Royal.

That the thanks of Congress be, and they are hereby, tendered to Captain Samuel F. Du Pont, and through him to the officers, petty officers, seamen, and marines attached to the squadron under his command, for the decisive and splendid victory achieved at Port Royal on the seventh day of November last.

Approved, February 22, 1862.

Report of Flag-Officer Goldsborough, U. S. Navy, giving rumors of the Port Royal expedition.

[HAMPTON ROADS, VIRGINIA], *November 8, 1861.*

Doctor Fahs reports that the information which reached Norfolk last evening (November 6) concerning the Southern expedition was as follows:

Two vessels had been driven on shore by the late gale and wrecked on the coast of North Carolina. One of them he understood to be a steamer called the *Union*. The name of the other he did not recollect.

One of them had horses on board, but fifteen of which swam on shore and were captured, the balance having been drowned or shot by the crew of the steamer. The other vessel, loaded with arms, ammunition, gun carriages, and military stores generally, had become a total loss. Seventy-three prisoners (the crews) had been taken to Raleigh, N. C.

Forty vessels were reported off Port Royal, S. C., engaging the batteries at the entrance of that port, the bombardment going on at that time. One of our vessels was said to have been so much injured by the rebel shot that she had been towed off, and another, which had got on shore, was being so badly used up by the shot from a vessel under command of Commander Tattnall that he expected to capture her.

[Endorsement.]

Doctor Fahs, who has been up in Norfolk with his wife for several days, by permission of General Huger, and under a flag of truce, came down yesterday afternoon, and brings the written report concerning our Southern expedition.

It smacks of the truth with regard to the loss of vessels on the coast of North Carolina and the bombardment of Port Royal, where, in truth, the expedition was to go direct.

I send it for what it is worth, supposing it may be earlier intelligence than any yet received at Washington.

L. M. G[OLDSBOROUGH].

Hon. G. V. FOX.

[Telegram.]

BALTIMORE, *November 11, 1861.*

News has been received at Hatteras Inlet by deserters of taking of two Confederate forts at Port Royal and landing large Federal force at Beaufort. From Norfolk have tidings similar, with accounts [of] intense excitement. Railroad near Beaufort, with great amount stores, fallen into hands [of the] Federals. Deserters came into Newport News and report that Federal troops were advancing on Charleston; reports intense excitement. Only one vessel wrecked on North Carolina coast, the *Union*; the *Winfield Scott* supposed lost. French frigate *Cleopatra* burned to water's edge off Hatteras; all saved.

C. C. FULTON.

Mr. FOX,
Assistant Secretary Navy.

Copy sent to Mr. Scott, Assistant Secretary War.

FULTON.

[Telegram.]

BALTIMORE, *November 13, 1861.*

Fortress Monroe, November 12, 1861.—The steamer *Bienville* has just arrived at Old Point from the great expedition. She left Port Royal on Sunday a. m. and brings cheering intelligence. She proceeds at once to New York, where she will be due to-morrow evening. Captain Steedman, however, left her at this place and proceeds direct to Washington with dispatches and trophies—two brass cannon and secession flags. He reports the gale encountered by the fleet to have been very

severe. The *Union* and *Osceola* went ashore and were lost, as previously reported. The *Governor* foundered at sea, but the *Isaac Smith* succeeded in saving all her crew, with the exception of a few marines. The fleet arrived at Port Royal on Monday, 4th instant. Tuesday the small gunboats sounded and buoyed out the channel under a fire from the forts, which did no damage. On Wednesday the weather prevented active operations, but on Thursday morning, 7th instant, the man-of-war and the gunboats advanced to the attack. The action commenced at 10 a. m. and was hotly carried on on both sides and lasted about four hours, at the end of which time the rebels were compelled by the shower of shells to abandon their works and beat a hasty retreat. Our loss was 8 men and 1 officer. The chief engineer of the *Mohican* killed and about 20 wounded. Rebel loss not known; 52 bodies were found by our men and buried. All their wounded except two were carried off. Two forts were captured, Fort Walker, on Hilton Head, mounting twenty-three guns, and Fort Beaufort [Beauregard], on Bay Point, mounting nineteen guns. The guns were of heavy caliber. These were both new and splendid earthworks, of great strength, constructed in the highest style of military science, and pronounced by our engineers as impregnable against any assault by land forces. The final retreat of the rebels was a perfect rout. They left everything, arms, equipments of all kinds, even the officers' swords and commissions, all the letters and papers, both public and private; order books and documents of all kinds were left in their flight and fell into our hands, affording our officers much valuable information. Among the papers was a telegram from Jeff. Davis to the commander of the post, informing him of the sailing of the fleet, and that he knew their destination to be Port Royal. Query: Who was the traitor? The whole surrounding country was seized with a perfect panic. The day after the fight the *Seneca* and two other gunboats, under command of Lieutenant Ammen, proceeded up to Beaufort and found but one white man in the town, and he was drunk. All the plantations up the river seemed to be deserted except by the negroes, who were seen in great numbers and who, as the boat passed, came down to the shore with bundles in their hands, as expecting to be taken off. They seized all the letters in the post-office at Beaufort. After the capture of the forts the whole army, about 15,000 men, were safely landed and established on shore. The forts were but little injured, but the rebels could not stand the explosion of our big shells. The force of the enemy, as ascertained from their papers, was from 3,000 to 4,000 men, under General Drayton, of South Carolina. Our victory is complete, the enemy losing everything but their lives, which they saved by running. J. S. Bradford, of the Coast Survey, bearer of dispatches, and R. H. Wyman, commanding the *Pawnee*, also arrived in the *Bienville* and take the boat to-night for Baltimore. The boats from the *Wabash* were the first to land after the fight, and Captain John Rodgers was the first man on shore. The boats returned loaded with valuable trophies of all kinds, one of our officers finding an elegant cavalry sword with solid silver scabbard. Swords, pistols, etc., were scattered about in every direction and in any quantity. But four prisoners were found, two of them wounded. All hands connected with the fleet are represented as acting in the most gallant manner. The reporters who accompanied the expedition return to New York in the *Bienville* with full list killed. More coming.

FULTON.

SECRETARY OF THE NAVY.

Letter from the Superintendent U. S. Coast Survey to the Secretary of the Navy, returning sketch of the action.

COAST SURVEY OFFICE, *December 6, 1861.*

SIR: I have the honor to return the sketch of the action at Port Royal on the 7th of November, which, as requested, has been transferred to a drawing,* representing correctly the topography of Port Royal. The uncertainty which remains in regard to the dimensions of the forts is of little consequence, as it conduces to the clearness of the plan that their dimensions should not be accurately according to the scale of the map.

Very respectfully, yours,

A. D. BACHE,
Superintendent.

Hon. GIDEON WELLES,
Secretary of the Navy.

Congratulatory letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy.

Private.]

NAVY DEPARTMENT,
Washington, November 15, 1861.

MY DEAR SIR: I can not tell you how earnestly we are all thanking you for what you and your command have already done for the Navy and the country. The success is all that was expected, and more than we ought to have asked. Still, we want men until this infernal rebellion is disposed of. I have at no time had a doubt as to what you could accomplish.

I have watched every movement from the initiative more earnestly perhaps than you supposed. It was not possible to avoid a feeling of sadness during the period of that terrible storm, but even then I did not despond. My faith, like yours, held out.

Most sincerely do I congratulate you on what has already been done. You have inscribed your name on one of the proudest pages of our history already; but you are to do still more for the country's salvation. Go on, my dear sir, in this glorious work.

We shall spare no labor or means to sustain you.

Make my regards to General Sherman, to whom, with yourself, I extend congratulations, and believe me, dear sir,

Most truly, yours,

GIDEON WELLES.

Flag-Officer SAMUEL F. DU PONT,
South Atlantic Squadron.

Official letter of thanks and congratulation from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy.

NAVY DEPARTMENT, *November 16, 1861.*

SIR: It is with no ordinary emotion that I tender to you and your command the heartfelt congratulations and thanks of the Government and the country for the brilliant success achieved at Port Royal. In the war now waging against the Government in this most causeless and unnatural rebellion that ever afflicted a country high hopes have been indulged in the Navy and great confidence reposed in its efforts.

*See p. 263, Du Pont's report.

The results of the skill and bravery of yourself and others have equaled and surpassed our highest expectations.

To you and your associates under the Providence of God we are indebted for this great achievement by the largest squadron ever fitted out under that flag which you have so gallantly vindicated and which you will bear onward to continued success.

On the receipt of your dispatches announcing the victory at Port Royal the Department issued the enclosed general order,* which, with this letter, you will cause to be read to your command.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Extracts from the Savannah Republican, November 12, 1861.

The part the Navy took in the affray at Port Royal.

Having been present on board of the U. S. S. *Savannah*, bearing the flag of Flag-Officer Tattnall, during the late, to us, disastrous fight at Port Royal, I feel it to be an act no more than due to the officers and men of the several Government vessels therein engaged to report to the public the rôle that each and all of them sustained, with honor to themselves and to the cause, of the ultimate success of which, by their patriotism, skill, and bravery, they are no unfitting exponents. It is, and long has been, a matter of deep regret to the officers of our nascent Navy that the Confederate Government has not hitherto been able to afford them in their line facilities to reap results as glorious or valuable to the greater advancement of our cause as have been obtained by the land forces in Virginia and elsewhere; but notwithstanding all this, wherever they have been placed, and under whatever adverse circumstances they have labored, their services will, no doubt, in future be acknowledged and appreciated in the impartial reckoning of results and distribution of favors at the end of this war.

The fleet with which Flag-Officer Tattnall has been furnished to encounter the navy of the enemy is by no means of as powerful a character as even the now overstrained resources of the Government might readily place in his charge. One frail river steamboat, the *Savannah*, with two or three tugs improvised into men-of-war comprise his whole force. Our entire appreciation of this fact may, perhaps, the more clearly enable people to acknowledge the merit of the late action and the advantages derived thereby of our little naval force at Port Royal.

It was on the morning of the 2d instant (November 2, 1861) that Flag-Officer Tattnall received reliable information at Savannah that the enemy's fleet had sailed from Hampton Roads for Port Royal, S. C. He instantly departed thence with his whole available force, consisting of the paddle steamer gun vessel *Savannah*, 2, Lieutenant Commanding J. N. Maffitt; the *Resolute*, 2, Lieutenant Commanding J. Pembroke Jones; the *Sampson*, 2, Lieutenant Commanding J. S. Kennard, and the *Lady Davis*, 2, Lieutenant Commanding J. Rutledge.

The Monday after his arrival he found the enemy, forty-four sail strong, off the mouth of the harbor. Perceiving several of their vessels to be engaged near the bar in taking soundings, he instantly with his small force attacked them at a distance of but a mile and a half; and

* See p. 290.

after a cannonading of forty minutes, during which he succeeded in entrapping three of the enemy's "screw pelters" under the fire of our batteries, finding that he had to encounter English rifled guns he retired inside the harbor.

The day after (Tuesday) he again engaged the enemy at long shots for upward of an hour, apparently with some effect, the flagship *Savannah* receiving no further injury from the reception of two shots than a temporary one to her upper works, and the remaining vessels of the squadron receiving no hurt whatever.

Early in the evening of this day we were all much gratified by the arrival of Captain Page, U. S. Navy, of Virginia, the second in command to Flag-Officer Tattnall of the Georgia and Carolina coast. This accomplished officer, whose reputation in the old service, to which he has long been a bright ornament, is well known, was a most valuable addition to our force, and, as events proved, to the army also, which is somewhat indebted to his personal exertions for the satisfactory retreat made by them, when even their usual bravery, most memorably displayed as it was, failed to quite support them in their hour of need.

Everyone on board the little fleet expected an attack from the enemy during the night, yet every officer and man of it was cool and collected. Sensible of the fearful odds which at any moment they might be called upon to encounter, and fully resolved to meet, as far as lay in their power, any issue forced upon them with the spirit of true Southern sailors, they awaited with courage in their hearts and resolve stamped upon every countenance the approach of a foe to whom from old association they took peculiar pride in showing themselves ready to stand by their cause like men *sans peur et sans reproche*. But the American fleet did not attempt an entrance, and morning dawn showed it to be in the position of the day previous. Another twenty-four hours passed, only to reveal the same mysterious inaction on the part of the enemy.

Thursday morning, however, at about half past 9, their fleet was seen to get underway and stand into the harbor in the following order: The *Minnesota*, 51, a screw, leading, the flag of Flag-Officer Du Pont at the mizzen, closely followed by the paddle-wheel steam frigate *Susquehanna*, 15; the *San Jacinto*, 14, screw steam corvette, and a number of screw and "paddle pelters," mounting rifled guns, one of which towed in a sailing "jackass frigate," not recognized by our officers with certainty, but supposed to have been the *Cumberland*, 24. At 9 o'clock, having got within range, they opened quite a heavy fire upon the batteries, which was returned by them with spirit.

Flag-Officer Tattnall ordered the anchor of the *Savannah* hove up when the enemy had advanced to within a mile and a half of him, and, steaming up toward Hilton Head battery, took a raking position upon the bow of the largest American frigate, then hotly engaging it, and opened fire with his 32s upon her, to which, however, she did not deign immediately to reply.

Our distance was too great (being that of a mile) and our guns were of too light a caliber to enable us to do her much, if any, injury. Several excellent shots were made by Midshipman R. J. Moses, commanding the after gun, but with what effect was, of course, impossible for us to determine. All this time the enemy's frigate was gradually nearing us for the double purpose of enflading the battery and returning the respects of our little vessel; but the commodore, disliking to run unless under a fire, and that a hot one, only gave the order to retreat, when the frigate, rounding to, discharged her first gun at us, and the *Susquehanna* commenced a pursuit.

We soon found the frigate to be rapidly gaining upon us, and that if we were not in the meantime blown out of the water, Skull Creek was our only haven of refuge from a prison in the great American metropolis. The *Minnesota*, evidently disposed to return our attentions of the last two days once and forever, discharged, at a distance of 800 yards, three broadsides in quick succession against our miserable little cockleshell, but thanks to her poor gunnery and our luck, we were only hit once by an XI-inch shell that entered our port wheelhouse, carrying away bulkheads and stanchions, though hurting no one, from the fact that it did not explode and lit upon the starboard side of the gun deck, passing within 2 feet of Captain Page, who was superintending the working of the forward gun. At this juncture we were so close to the enemy's ships that their crews could with the naked eye be distinctly seen ramming home the guns, and Flag-Officer Tattnall, regretting his inability to return the high-flown compliments of Flag-Officer Du Pont in a more satisfactory manner, ordered his blue flag to be dipped three times to him in token of his acknowledgments of the same.

We reached Skull Creek in safety about 11 o'clock and went along-side of Seabrook's Landing, when the flag-officer instantly dispatched our marines, under the command of Captain George Holmes, of Savannah, an experienced officer, over the other side of the island to render assistance to the fatigued garrison of the battery, Captain Page, at the request of the flag-officer, superintending the debarkation.

They were followed an hour afterwards by Flag-Officer Tattnall, Captain Page, and Midshipman Barron Carter, of Augusta, the flag-officer's aid, who preceded all the available seamen of the *Savannah* and *Sampson*, with some few marines of the latter vessel, under the command of Lieutenant Philip Porcher, of South Carolina, ordered to make speed with all our naval ammunition to the battery, which at the time appeared to be hard pressed.

I accompanied the command of Lieutenant Porcher to within a half mile of the battery. Before reaching that point, however, the firing between the battery and shipping had ceased, and the lieutenant, from the number of straggling soldiers en route to the landing "in search of their companies," thought things not exactly as they should be, and so remarked, but he nevertheless kept on his course until informed officially by an army officer of the garrison being in the enemy's possession, and advised him to make the best of his way back to his vessel. This advice he partially followed by countermarching his men, in good order, at common time.

I, however, not being an active participant in the affair, but merely a spectator, pushed on to learn the fate of the flag-officer and Captain Holmes's command, and met them at the distance of a quarter of a mile from the battery. Captain Holmes was missing. He, upon his near approach to the fort, had gone in advance of his company to see how matters stood and had not returned, when the commodore, finding all to be lost and conceiving the captain to have been captured, ordered Lieutenant Raney, of Florida, the second in command, to follow after him with his men to the steamer, to use his own words, "feeling no fear for the success of the retreat, or his personal safety, with so reliable an officer in his rear."

When we reached Seabrook's Landing the steamer *Savannah* had left for the city to repair the damages sustained in the engagement, but the paddle gun vessel *Sampson*, Lieutenant Commanding Kennard, received us all on board, and afterwards, at the request of certain

army officers, many of the volunteers who, most unfortunately, had not yet been able to find their companies and were consequently in much disorder. The embarkation of these last was superintended by Captain Page, and detained us until late in the evening.

At 11 o'clock the paddle gun vessel *Resolute*, 2, Lieutenant Commanding Jones, arrived at Pope's Jetty [Pope's Island] from Savannah, where she had been sent early in the morning with dispatches from the flag-officer commanding. At this jetty Lieutenant Jones found a crowd of soldiers, who expressed an evident desire to join their companies on the opposite shore, and gave earnest that were he to tow them over to it in flats procured for the purpose it would be a small favor gratefully received. This much he did for them, and made report to the flag-officer afterwards, from whom he received a warm approval for the celerity with which he had executed his orders and for the new instance of that discretion he always evinced whenever left to the exercise of his better judgment. One act of the navy was so important to the safe retreat of the troops, and withal so illustrative of the two gallant officers, Lieutenants Jones and Johnston, who conceived it, that, upon the common principle, although apostolic, of "Honor to whom honor is due," I can not forbear from giving it a passing notice.

It seems that Lieutenant Commanding Jones, after he had taken off to his steamer all the troops from Pope's Jetty whom he supposed desirous to retreat on board, returned to the other one in order to communicate with the flag-officer, and upon his arrival there he learned that two guns were left mounted and unspiked by an artillery company on the jetty he had just left. He instantly, with Lieutenant Johnston, U. S. Navy, of Tennessee, volunteered to attempt their recovery, which proposition was gladly accepted and warmly approved by the commander in chief. Accordingly, at about 12 o'clock, his steamer, the *Resolute*, again changing her course, reached the lower, or Pope's, Jetty, where Lieutenant Johnston, at the order of Mr. Jones, went ashore, accompanied by young Midshipman Chew, and found the guns in the same position and condition in which they had been described. The lieutenant, however, not desiring by a hasty act to possibly retard, if not disconcert, any plan of the army, first hailed a steamboat containing a company, whose guns they were, desiring to know if they contemplated leaving them behind, and received for reply that "not being of any further use to them, they were spiked and left." Lieutenant Johnston readily removed with his fingers the ends of two priming wires that had been thrust into the touchholes of the guns, and substituted in their places substantial rat-tail files, with which he had provided himself for the purpose. He then succeeded in dismounting one of the guns and throwing it overboard; the other he was obliged to leave on its carriage on the wharf for the want of time.

Flag-Officer Tattnall left the island with the *Resolute* and *Sampson* at about 2 a. m. for Savannah, where he arrived a little after daylight, carrying with him as passengers many of the officers and men from the captured garrison. * * *

AN EYEWITNESS.

The Port Royal Forts.

The Charleston Courier gives the following interesting particulars:
On the northeast end of Hilton Head stands Fort Walker, a most excellent earthwork, planned and built under the supervision of Major

F. D. Lee, who was highly complimented for the scientific skill he displayed in its construction. The following is a list of the number and caliber of the guns on this fort:

X-inch columbiad.....	1
VIII-inch columbiad.....	1
X-inch columbiad, new pattern.....	1
VIII-inch columbiad, new pattern.....	1
42-pounders.....	3
32-pounders.....	6
Water battery:	
VIII-inch howitzers.....	2
32-pounders.....	2
24-pounders.....	2
12-pounder.....	1

The fort at Bay Point was a work of less strength, having about 15 guns mounted, some of large caliber.

[Telegram.]

CHARLESTON, *November 8, 1861.*

The following telegram has been received from Brigadier-General Drayton:

I have been compelled, after a gallant and desperate defense of four hours, ammunition exhausted, seven or eight guns on water battery out of thirteen either dismounted or unfit for service, to abandon Fort Walker and retire upon this place, Bluffton. Particulars will be given when official returns are received.

J. H. TRAPIER,
Brigadier-General.

General S. COOPER,
Adjutant and Inspector-General.

Report of General Lee, C. S. Army.

HEADQUARTERS,
Coosawhatchie, November 9, 1861.

SIR: On the evening of the 7th, on my way to the entrance of Port Royal Harbor, I met General Ripley returning from the battery at the north end of Hilton Head, called Fort Walker. He reported that the enemy's fleet had passed the batteries and entered the harbor. Nothing could then be done but to make arrangements to withdraw the troops from the batteries to prevent their capture and save the public property. The troops were got over during the night, but their tents, clothing, and provisions were mostly lost, and all the guns left in the batteries. General Drayton's command was transferred from Fort Walker to Bluffton; Colonel Dunovant's from Bay Point to St. Helena Island and thence to Beaufort. There are neither batteries nor guns for the defense of Beaufort, and Colonel Dunovant crossed Port Royal Ferry yesterday and was halted at Garden's Corner. General Drayton reports he has but 955 men with him, and no field battery, the troops from Georgia that were on the island having returned to Savannah without orders. Colonel Dunovant's regiment is in as destitute a condition as General Drayton's command, as they were obliged to leave

*For additional reports of the operations of Confederate forces see Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Vol. VI.

everything behind, and number between 600 and 700 men. I wrote to General Lawton to endeavor to withdraw the guns from the battery at the south end of Hilton Head. I have received as yet no report from him nor any official account from the commanders of the batteries. I fear every gun has been lost. At present I am endeavoring to collect troops to defend the line of the railroad and to push forward the defenses of Charleston and Savannah.

Colonel Olingman's regiment of North Carolina Volunteers, six companies of Colonel Edwards' regiment of South Carolina Volunteers, and Colonel Martin's South Carolina Cavalry compose the force now here. The enemy having complete possession of the water and inland navigation, commands all the islands on this coast and threatens both Savannah and Charleston, and can come in his boats within 4 miles of this place. His sloops of war and large steamers can come up Broad River to Mackay's Point, the mouth of the Pocotaligo, and his gunboats can ascend some distance up the Coosawhatchie and Tulifinny. We have no guns that can resist their batteries, and have no resource but to prepare to meet them in the field. They have landed on Hilton Head. Their fleet is in Port Royal Harbor. Four of their gunboats are reported to be approaching Beaufort. I fear there are but few State troops ready for the field. The garrisons of the forts at Charleston and Savannah and on the coast can not be removed from the batteries while ignorant of the designs of the enemy. I am endeavoring to bring into the field such light batteries as can be prepared.

I have the honor to be, your obedient servant,

R. E. LEE,
General, Commanding.

Hon. J. P. BENJAMIN,
Secretary of War.

P. S.—None of the officers from Richmond have reached me.

R. E. L.

Report of Brigadier-General Drayton, C. S. Army.

HEADQUARTERS PROVISIONAL FORCES,
THIRD MILITARY DISTRICT, DEPT. OF SOUTH CAROLINA,
Camp Lee, Hardeeville, November 21, 1861.

SIR: I have the honor of presenting my official report of the engagement on the 7th instant between the Federal fleet, numbering fifteen war steamers and gunboats, and Forts Walker and Beauregard, upon Hilton Head and Bay Point, at the entrance of Port Royal Sound. The fleet was commanded by Captain S. F. Du Pont, flag-officer of the South Atlantic Blockading Squadron, and the troops on board the transports by Brigadier-General Sherman. The distance between the forts is, by Coast Survey, 2½ miles.

The enemy's fleet had been collecting in our waters since the morning of the 4th instant, and had increased in the afternoon to thirty-two war steamers and transports. On receiving a dispatch to this effect from Colonel William C. Heyward, commanding the troops at Camp Walker, I left my headquarters in Beaufort and repaired by steamer to Bay Point, which I reached at 6 p. m., passing on the way the ever-watchful little fleet of Flag-Officer Tattnall, Confederate States Navy.

After remaining in consultation until 1.30 a. m. with Colonel R. G. M. Dunovant, commandant of the post, I took my departure, leaving him such general instruction as the uncertain mode and direction from

which an attack might be expected would permit. I then visited Commodore Tattnall, and after an exchange of views took leave, crossed over to Hilton Head Island, landed there at daylight on the 5th, and immediately dispatched a courier to Braddock Point, south end of the island, ordering Captain Stuart's company of Ninth Regiment to march on Fort Walker, and embark thence to strengthen Captain Elliott's gunners in Fort Beauregard. This company did not leave on the 6th as proposed, as Captain Sapard, of the steamer *Edith*, failed to comply with his orders to carry it across early in the morning. They were dispatched, however, by the first steamer at my disposal on the 7th, and before they had reached halfway across the bay they were cut off from Bay Point by the advancing fleet of the enemy, and obliged to seek shelter in Skull Creek, where Captain Stuart disembarked his whole command in safety.

On inspecting Fort Walker shortly after my arrival I found twenty guns of various caliber mounted upon the ramparts, thirteen of which were on the channel battery, viz: One X-inch columbiad in the center, flanked on the right by five 32-pounders and one IX-inch Dahlgren rifled [sic]* cannon, and to the left by six other cannon in the following order: One 32-pounder, one VIII-inch columbiad, three 42-pounders, and one rifled 24-pounder; north bastion, one 32 pounder; south bastion, one 32-pounder, one VIII-inch howitzer, and one long 12-pounder; south flank of bastion, one navy 32-pounder; demilune, two 24-pounders; redan, one navy VIII-inch howitzer. Of these eight guns, one in the north bastion and two in the south flank could occasionally be used against the ships of war. The rest were for the land defense.

To man the guns within the fort and for an infantry reserve outside, we had, until reinforcements came from Savannah on the afternoon of the 6th, two companies of Colonel Wagener's First Regiment Artillery, South Carolina Militia, numbering 152 men; three companies of Colonel Heyward's Ninth Regiment South Carolina Volunteers, 210 men; four companies of Colonel R. G. M. Dunovant's Twelfth Regiment South Carolina Volunteers, under Major Jones, 260 men. Total, 622 men.

There were stationed on the beach at Camp Lookout, 6 miles off, Captain J. H. Screven's Mounted Guerrillas, numbering 65, who acted as scouts and couriers.

About 9 o'clock a. m. of the 5th, Commodore Tattnall, who had boldly attacked the enemy's gunboats on the previous day, again gallantly steamed out to exchange shots with them, but he was met by too large a force, and therefore retired slowly behind our forts. The enemy followed and engaged both batteries for about forty-five minutes, with no other injury than three men slightly burned in Fort Beauregard from the explosion of a caisson struck by a rifle shell.

On the 6th instant the fleet and transports, which had increased to about forty-five sail, would probably have attacked us had not the weather been very boisterous. In the afternoon about 4 o'clock we received our first reinforcements from Georgia, 450 infantry, under command of Captain Berry, C. S. Army, and Captain Read's battery of two 12-pounder howitzers and 50 men.

I have reason for supposing that this assistance would have arrived sooner, for General A. R. Lawton, commanding provisional forces in Georgia, wrote from Savannah to Colonel W. C. Heyward on the 4th instant, 8:30 p. m., as follows:

From a dispatch received to-day from General Ripley, I infer that you (Colonel W. C. Heyward) have been sufficiently reinforced from his command until the plans of the enemy shall be more fully developed.

*See report of Acting Lieutenant Barnes, p. 271.

Two hours after the gallant Georgians came to the rescue I received the welcome intelligence that Colonel De Saussure's Fifteenth Regiment South Carolina Volunteers, 650 strong, had landed at Seabrook's Wharf, upon Skull Creek, and were close at hand.

At last the memorable 7th dawned upon us bright and serene. Not a ripple upon the broad expanse of water to disturb the accuracy of fire from the broad decks of that magnificent armada about advancing in battle array to vomit forth its iron hail with all the spiteful energy of long-suppressed rage and conscious strength. At 9:25 a. m. our IX-inch Dahlgren gun opened fire upon the [48] gun steamship *Wabash*, flagship of Captain S. F. Du Pont, which led the van, closely succeeded by fourteen other large steamers and gunboats.

The shell from the Dahlgren exploded near the muzzle and was harmless. Other shots followed from both forts, and soon the fire became general on land and water. In spite of our fire, directed with deliberation and coolness, the fleet soon passed both batteries, apparently unharmed, and then, returning, delivered in their changing rounds a terrific shower of shot and shell in flank and front.

Besides this moving battery the fort was enfladed by two gunboats anchored to the north, off the mouth of Fishhall Creek, and another at a point on the edge of the shoals to the south. This enflading fire on so still a sea annoyed and damaged us excessively, particularly as we had no gun on either flank of the bastion to reply with, for the 32-pounder on the right flank was shattered very early by a round shot, and on the north flank, for want of a carriage, no gun had been mounted. After the fourth fire the X-inch columbiad bounded over the limber and became useless. The 24-pounder rifled cannon was choked while ramming down a shell and lay idle during nearly the whole engagement. The shells for the IX-inch Dahlgren were also too large. The fourth shell attempted to be rammed home could not be driven below the trunnions, and was then at great risk discharged.

Thus far the fire of the enemy had been endured and replied to with the unruffled courage of veterans. At 10:30 our gunners became so fatigued that I left the fort accompanied by one of my volunteer aids, Captain H. Rose, and went back to Captain Read's battery (1½ miles in the rear of the fort) and brought the greater part of his men back to take the places of our exhausted men inside the fort. It was while thus engaged with Captain Read's company that Colonel W. H. Stiles rode up and reported his regiment about 2 miles off. I instantly directed my aid, Lieutenant Drayton, to accompany Colonel Stiles to the road along which his regiment was advancing, and to station it in position by the side of the other Georgia troops. On entering the fort with Captain Read's company they were cordially greeted by both officers and men.

The vigorous attack from the fleet continued unabated with still no decided damage to any of their ships. About 12:30 p. m. I again went out of the fort with my assistant adjutant-general, Captain Young, for the purpose of mustering together the infantry and reserves, and have them in readiness for any eventuality. Before leaving, however, I turned over the command to Colonel Heyward, with directions to hold out as long as any effective fire could be returned.

Having mounted our horses we rejoined the troops near Hospital No. 2. I received information through one of the vedettes that a steamer and small boats were sounding close to the beach. I detached Captain Berry with three companies of his battalion under the guidance of Captain Ephraim Barnard, volunteer aid, by a road marked "K," to

watch the enemy, beat them back if they attempted to land, and give notice if he wanted support. I then, with some of my staff, rode to collect together the other troops, who, through ignorance of our island roads, had lost their way and had not yet come up.

On the road leading to wharf on Skull Creek, about $1\frac{1}{4}$ miles from Fort Walker, I unexpectedly met General Ripley and staff. Saluting him, I enquired if he visited the island to assume command, and whether he wished to go back with me into the fort. He said no; but that he would return to Coosawhatchie to collect and bring back two or three regiments to my support. We then moved from under the fire of the ships to the shelter of some myrtles, where we could not be seen. I then stated to him the incidents of the morning, how the men had fought, that the day was going against us, and I was then collecting my forces for any emergency that might arise, and if compelled to defend the island it should be retained to the last extremity. We then parted, he taking the road toward the ferry and I in pursuit of the purposes which brought me out of the fort.

On reaching my reserves at Hospital No. 2, I learned that the enemy had ceased taking soundings and had gone back to sea, whereupon I dispatched Captain Read to order Captain Berry to return from the beach.

2 o'clock had now arrived, when I noticed our men coming out of the fort, which they had bravely defended for four and a half hours against fearful odds, and then only retiring when all but three of the guns on the water front had been disabled, and only 500 pounds of powder in the magazine, commencing the action with 220 men inside the fort, afterward increased to 255 by the accession from Read's battery. These heroic men retired slowly and sadly from their well-fought guns, which to have defended longer would have exhibited the energy of despair rather than the manly pluck of a true soldier.

The defense of this post involved a twofold preparation—first, to repel the attack from the fleet, and, secondly, an assault by the beach from the troops upon the transports. By the beach we had to provide against an attack from the north under cover of the bluff south of Fishhall Creek, and from the south by the beach under cover of the woods, between where a picket of 25 men were posted under Captain Paul H. Seabrook, and lastly by the road leading from the beach to the second hospital. To guard against surprise either by Fishhall Creek or by the beach, when I was returning to the fort with a portion of Captain Read's company I at the same time led up Colonel De Saussure's regiment to the hollow west of the road and directed them to lie down. They were perfectly masked from the fire of the fort, but not from that of the fleet, for the watchmen at the mastheads gave notice of their position, compelling Colonel De Saussure after a short time to fall back under a heavy fire to a less dangerous locality.

Had the intrenched camp, with storehouses and magazines, been made in time, several lives and large quantities of public property might have been saved; but it was impossible to have made this within the short time and with the diminutive force at my disposal, for on my arrival at headquarters in Beaufort on the night of the 17th October the number of troops at Camp Walker was but 362, afterwards increased on the 24th to 622 by the accession of four companies under Major Jones, of Twelfth Regiment South Carolina Volunteers. To this may be added the engineer force of some 60 men, who, with the soldiers, worked incessantly day and night. As for evidence of what they accomplished: The VIII-inch columbiad on the water front was only mounted on the

1st November; one VIII-inch howitzer in the salient of the south bastion, mounted on the 4th; one 32-pounder on the right flank of bastion, mounted on the 5th; one VIII-inch howitzer mounted on a ship carriage; embrasure cut through parapet of demilune on the night of the 5th; covered way and hot-shot furnace for 42-pounders, constructed of earth and dry masonry, on the morning of the 6th, together with wads of moss and hay for same, splinter proof, occupying only one-half terreplein behind the principal traverse, was finished on the morning of the engagement (7th instant), the material not having arrived before the 4th instant.

The retreat was commenced about 3 p. m. toward Ferry Point, about 6 miles off, Colonel De Saussure's regiment and Captain J. Read's company of artillery bringing up the rear. At 1:30 a. m., by the aid of Commodore Tattnall's fleet, the steamers *St. Johns* and *Edisto* and three large flats, capable of holding 150 men each, the troops were all safely embarked without provisions, no ammunition but what was contained in the cartridge boxes (the 100,000 cartridges I had made requisition for, and been anxiously expecting, not having reached us until after the battle), and fearing that our retreat would be cut off by the enemy's gunboats at Skull Creek, no other alternative was left but to leave the island and concentrate upon the mainland, where we would be enabled to fight the enemy on more equal terms, should he venture beyond the protection of his fleet and attack us there.

The muskets captured by the enemy, with the exception of some ten or fifteen, were those left in the fort, shattered by shot and shell; others left in camp belonging to men on sick leave, or to those engaged in heating hot-shot furnaces two days before the fight, and some boxes of arms which had been left on the wharf the night before the battle, belonging to the sick men of Colonel De Saussure's regiment, who had been left behind at Lightwood Knot, and which could have been saved, with a box of swords, if the captains of the steamers *Edisto* and *St. Johns* had not refused to take them on board when directed to do so.

To Captain Tattnall, flag-officer Confederate States Navy, and the officers and men of his little fleet, I can not too highly express my admiration of their intrepidity and hardihood in attacking the enemy's gunboats on the 4th and 5th instant. These encounters, by interrupting their soundings and the location of their buoys, no doubt prevented our being attacked on Tuesday, the 5th instant, before our reinforcements reached us. I must also acknowledge the assistance extended to us by the gallant commodore, with his boats, on the night of our retreat from the island.

Fort Beauregard.—The attack upon the fort, though not so concentrated and heavy as that upon Walker, was nevertheless very severe. Its armament was nineteen guns, of which the following, viz: One VIII-inch Rodman, bored to 24-pounder and rifled; two 42-pounders; one X-inch columbiad; two 42-pounders, reamed to 8 inches; and one 32-pounder, in hot-shot battery, were the only guns capable of being used against the fleet.

The force on Bay Point was 640 men, commanded by Colonel R. G. M. Dunovant, Twelfth Regiment South Carolina Volunteers. Of the above, 149 garrisoned Fort Beauregard, under the immediate command of Captain Stephen Elliott, jr., Beaufort Volunteer Artillery, Company A, Ninth Regiment South Carolina Volunteers. The infantry force of Colonel Dunovant's regiment was intrusted with the protection of the eastern part of the island, and of the defense of the bastion line at the Island Narrows, where an attack was expected from the enemy.

Knowing how small a force Captain Elliott had to command his batteries, I ordered, as soon as I reached Hilton Head on the 5th instant, Captain Stuart's company (Hamilton Guards), Ninth Regiment South Carolina Volunteers, to march upon Fort Walker from Braddock Point, and take thence the steamer *Edith* for Bay Point, but the failure of Captain Sapard, of the *Edith*, to fulfill his appointment at the hour designated prevented me from supporting Captain Elliott as I desired. But on Thursday morning, 7th instant, having obtained the steamer *Emma*, I dispatched Captain Stuart's company in her to Fort Beauregard. The rapid advance of the enemy's fleet, however, to the attack on the batteries cut off and compelled her, at the risk of being intercepted, to turn back and seek shelter in Skull Creek, on the shores of which Captain Stuart's company safely disembarked and joined me in the afternoon; and here, again, was exhibited another act of heroism on the part of our veteran commodore, who, to save the *Emma*, interposed his own frail flag-steamer between her and the advancing flagship of Commodore Du Pont, drawing upon himself her entire broadside, and thus diverting this huge leviathan temporarily from her course, secured the safety of the *Emma* at the peril of his own vessel.

The nonarrival of any reinforcements at Camp Walker until the night of the 6th instant also prevented me from sending the four companies of the Twelfth Regiment South Carolina Volunteers, under Major Jones, to the support of the other six companies of the regiment at Bay Point.

For the details of the engagement at this post, the notable examples of bravery, the general good conduct, their well-timed retreat in the direction indicated by the dotted red lines on the map appended, I beg leave to refer you to the official reports of Colonel Dunovant and Captain Elliott. But among the many officers and men honorably noticed on this occasion in the official report of Colonel Dunovant, none of them are so justly entitled to well-merited encomium as Captain Stephen Elliott, the commander of the fort. Others may have exhibited an equal amount of cool bravery in front of the foe, but his opportunities enabled him to surpass all his brother officers in the skillful arrangement of his defenses, superb condition of his batteries, and in the high discipline which he had imparted to his model company, the creature of his own indefatigable exertions.

The delays and dangers incident to the manner in which troops and supplies of all kinds are landed at the forts of Port Royal, and the absence of all means of retreat in case of disaster, had attracted my most serious attention immediately after I had assumed command at Beaufort, on the evening of the 17th * [7th] instant. I immediately took steps for remedying the first and providing for the last.

With the double object of landing supplies in all weather at Bay Point, and at the same time of furnishing the means of retreat beyond the range of the enemy's guns, I directed one of my volunteer aids, Captain T. R. S. Elliott, to make an examination of the adjacent creeks to the north of the fort. He reported that about 3 miles from the mouth of Moss Creek [Horse Island Creek] there was a depth of water sufficient for steamers drawing 7 feet at low water, and that from thence a causeway of 300 yards over the marsh might easily be made, and furnish a sure means of transportation, and thus avoid the losses and delays which had previously occurred in landing from the steamers into flats upon the beach.

* A. W. R., vol. 6, p. 11.

From the point above indicated in Moss Creek, flats were to have been provided and stationed to convey the soldiers in case of emergency across the creek, thence by land to Station Creek, where other flats were to be placed for the same object as at Moss Creek. Landing at St. Helena the transit to White Hall Ferry opposite Beaufort was comparatively safe.

On Hilton Head I also commenced repairing the wharf at Seabrook's Landing, on Skull Creek, with a view of transporting stores to Fort Walker when the weather was too boisterous to land them in the surf. The completion of the wharf was prevented, however, by the unexpected attack of the enemy, though in its incomplete state it had already been put to successful use.

I succeeded, however, in obtaining from Charleston two flats and two troop boats, and from Savannah three large flats, capable of containing 150 men each, which reached Jenkins' Island Ferry in time to assist in embarking our troops on the night of the retreat. Three other smaller ones were sent at the same time to White Hall Ferry, which assisted in performing the same good offices for Colonel Dunovant's command. The rest of the scheme, for want of time and flats, could not be carried out in the manner I intended.

For the purpose of sending messages between Forts Walker and Beaufort, and thence to my headquarters at Beaufort, I had prepared, by the assistance of Captain Lynch, another of my aids, a number of signal flags, the designs of which had already been prepared and painted, and only needed a few more days to have been put into operation.

In alluding as I have to these matters, I do not mean to reflect upon any person, or to say these pressing wants could have been supplied anterior to the period when I entered upon my duties. My design has been to exhibit the condition in which I found my command, and to show that I have left no effort untried to improve it.

Notwithstanding the prompt measures adopted by Colonel Dunovant to effect his retreat in the direction of the Narrows, it is surprising that, with the knowledge possessed by the enemy (through Mr. Boutelle and others connected with the Coast Survey), his retreat had not been intercepted by gunboats passing up toward Beaufort, and mine by other steamers taking the passage through Skull Creek toward the ferry landing. Why they did not adopt this course must be left to time to explain.

Casualties.—The following is a correct list of killed, wounded, missing, and taken prisoners: Killed in Fort Walker, 10; wounded in Fort Walker, 20; killed in Colonel De Saussure's Fifteenth Regiment South Carolina Volunteers, 1; wounded severely, 15; wounded in Fort Beaufort, 13. Total killed and wounded 59. Missing, 4; taken prisoners, sick in hospital, 3. Total number killed, wounded, missing, and taken prisoners, 66.

The heads of the quartermaster's and commissary's departments, Major E. Willis and Captain C. D. Owens, have discharged their several duties with economy and fidelity. The reports hereunto appended of these officers and of their assistants show how unwearied and earnest were their efforts to save the public property left at the headquarters in Beaufort. I must likewise make honorable mention of Colonel W. C. Heyward, Ninth Regiment South Carolina Volunteers, who commanded in Fort Walker and its vicinity, and who during the battle made the best use of the means at his disposal. Colonel John A. Wagener, First Regiment Artillery South Carolina Militia, supported by Major Arthur

M. Huger, of the same regiment, was placed in immediate command of all the batteries, nine of which, upon the water front, were manned by the German Artillery, Companies A and B, Captains Harms and Werner, First Regiment Artillery South Carolina Militia, all of whom fought under the flag of their adopted country with an enthusiasm which could not have been surpassed had they been fighting in defense of their own fatherland.

The remaining four batteries on the left flank of the water front were under the direction of Captain Josiah Bedon, Ninth Regiment South Carolina Volunteers. The flanking and rear guns of the fort were manned by detachments from Captain Bedon's, Canaday's, and White's companies, Ninth Regiment South Carolina Volunteers. Major F. D. Lee, South Carolina Engineers, and constructing engineer of Fort Walker, not only fought gallantly at the batteries, but afforded valuable assistance at other points in the work during the contest.

Captain Joseph A. Yates, Battalion South Carolina Artillery, and acting ordnance officer, was zealous in the execution of all the duties assigned to him. Toward the close of the fight he was severely wounded, but has since recovered, and is again ready in another field to resist all marauders that may approach our shores. Doctor Ogier and his able assistants, Doctors W. C. Ravenel and William Elliott, a volunteer from Savannah, Ga., were present and rendered efficient service in the hospitals. I can not but regret the painful wound which has been the cause of the resignation of Doctor Ogier as medical director in my military district.

In conclusion, I can not but express my high appreciation of the gallant behavior of my aids, Captain Henry B. Young and Lieutenant J. B. Drayton; as also that of the gentlemen comprising my volunteer staff, Captains L. Cheves, H. Rose, E. Lyuah, J. B. Eddings, J. I. Middleton, jr., and Joseph A. Huger. The names of the officers and men not mentioned in my report will be found deservedly mentioned in the official reports of the colonels of regiments, commandants of batteries, and chiefs of the general staff.

I have the honor to be, respectfully, yours,

THOS. F. DRAYTON,
Brigadier-General, Commanding.

Captain L. D. WALKER,
Assistant Adjutant-General, Charleston, S. C.

[Endorsement.]

HEADQUARTERS PROVISIONAL FORCES,
DEPT. OF SOUTH CAROLINA,
Charleston, November 19, 1861.

It might be proper to remark upon the within report and some probably inadvertent inaccuracies, or to give a report of movements and orders from these headquarters, and instructions given after news was received that the enemy's fleet was intended for Port Royal, and how they were carried out and followed. I deem, however, that no good would result to the service from a discussion of these points at this time; and requesting that should it be thought proper to publish this report it should be published with this endorsement,

It is respectfully forwarded.

R. S. RIPLEY,
Brigadier-General, Commanding.

Report of Colonel Wagener, First Regiment Artillery, South Carolina Militia, of the bombardment of Fort Walker.

CHARLESTON, November 11, 1861.

SIR: In consequence of our fatiguing retreat from the island of Hilton Head, I am only now able to render you my official report of that disastrous day, together with the returns, in part only, as I have not been able to obtain the reports of Captains Bedon, Canaday, and White, of Colonel Heyward's regiment, which I would beg you to receive through Colonel Heyward.

On Thursday morning, the 7th instant, the fleet which had been watching us for days began to move in such a manner that I had the long roll beat immediately, and in one and a half minutes every cannoneer was at his post. The armament of the fort was divided into batteries, and served as follows, viz:

Right-channel battery.—Nos. 1, 2, 3, 4, and 5, German Artillery, Company B, Captain H. Harms.

Center-channel battery.—Nos. 6, 7, 8, and 9, German Artillery, Company A, Captain Werner.

Left-channel battery.—Nos. 10, 11, 12, and 13, Company C, Ninth Regiment, South Carolina Volunteers, Captain Josiah Bedon.

These were the front batteries, all under command of Major A. M. Huger, First Artillery, South Carolina Militia.

The flanking and rear guns were manned by detachments from Captains Bedon's, Canaday's, and White's companies, Ninth Regiment, under the command of Captain Canaday. The reserve was under charge of Captain White. The first gun (32-pounder rifle), which was loaded with a percussion shell, I directed myself, but unfortunately the shell exploded directly in front of the muzzle.

The battle opened, I think, a few minutes before 9 o'clock a. m. The enemy had chosen a day which was entirely propitious to him. The water was as smooth as glass. The air was just sufficient to blow the smoke of his guns into our faces, where it would meet the column of our own smoke and prevent our sight excepting by glimpses. The sailing vessels of our opponents were towed by his steamers, and thus could maneuver on the broad expanse of Port Royal with the accuracy of well-trained battalions. No sooner did we obtain his range when it would be changed, and time after time rechanged, while the deep water permitted him to choose his own position and fire shot after shot and shell after shell with the precision of target practice. Most unfortunate for us was the mistake of the engineers, which I had pointed out before the battle, of having failed to establish a battery on the bluff which commanded our flank. The enemy having taken position in the mouth of the creek, exposed us to a raking fire which did us the greatest damage, dismounting our guns and killing and wounding numbers of our men.

Major Huger reports to me as follows, viz:

Up to some minutes after 9 o'clock a. m., the firing was very slow, the range being too great. About that time, however, the enemy reached a position in front of the batteries at about 1½ miles range, at easy speed, delivering a slow but well-directed fire, and evidencing their determination to pass beyond, which I endeavored by a rapid fire of shell and hot shot to prevent, but the long range and moving objects did not let me succeed. In a few minutes several of the enemy's ships passed well beyond us. Three of them took position to enfilade our batteries from our north-west flank, while others which had not yet got into action, assumed direction opposite our southeast front, and their largest ship, the *Minnesota*,* returned down our

* U. S. S. *Wabash*.

front, delivering a beautifully accurate fire at short range, supported at rather longer range by the fire of two other large ships of war. So soon as these positions had become established, the fort was fought simply as a point of honor, for, from that moment, we were defeated, excepting perhaps by providential interference.

Our guns were fought, nevertheless, with determination and skill, and did a great deal of damage to the enemy. About 11 o'clock it was reported to me that the Bay Point batteries had been silenced, whereupon we determined that we would have to fight so much harder, and I am proud to say our men were equal to the exigencies of the occasion. Between 12 and 1 o'clock I was knocked down by a piece of shell and a good deal stunned. I sent for Major Huger and transferred the command of the fort to him, to enable me to get a few moments rest. By a little after 1 o'clock Major Huger informed Colonel Heyward, commanding the island, that the ammunition was nearly gone. It was thereupon determined by the order of the general commanding to evacuate the works. Three sections of the German Artillery, under Captain Harms, Lieutenant Melchers, and Orderly Bischoff, were detailed to continue a slow fire while the wounded were removed, and the garrison was ordered to retreat by dispersion. Near 2 o'clock Major Huger ordered the last detachment from their guns.

By this time the field in our rear was covered with the shells of the enemy, and it is by the intervention of God's providence only that not more were lost. The fort was gone, but our honor was saved. Of the channel battery only three guns were in condition to have continued the fight, which would have been hopeless under any circumstances. A retreat was consequently ordered. On reaching Bluffton, the general commanding was kind enough to order our battalion here with expressions of approval, for which I respectfully tender him my thanks.

I beg leave to enclose you a return of our killed and severely wounded. The slightly wounded have not been mentioned, for they are very numerous. The general commanding will concur with me that this has been one of the hardest fought fields on record, and I would be very grateful to him for the public expression of his opinion, to set the tongue of slander at rest and encourage our citizen soldiery. I beg leave, also, respectfully, to bring to his notice the names of the following officers and men who have particularly distinguished themselves by acts of heroism, viz: Major Huger, the bravest of the brave; Lieutenant [J. E.] Heape, of Captain Bedon's company, whom I saw myself save a poor severely wounded soldier in the terrible shell fire of the enemy while crossing the field in retreat; Mr. Carlzen, of the German Artillery, who replaced the Confederate flag on the rampart in a storm of shot and shell; Private Julius Wagener, a boy only 15 years of age, who replanted our noble Palmetto banner on the ramparts, whence it had been shot down; I would not have mentioned his name, he being my own son, but for the opinion that he may hereafter become very useful to his country; Private Geilfuss, German Artillery, who brought away the Palmetto flag, and was otherwise heroically attentive to his duties.

I deem, besides, specially deserving the notice of the general commanding Major Barnwell and Captains Yates and Read, of the Regular Army; Major Lee, of the engineers; Colonel Gaston Allen, who kindly acted as my special aid, and my entire staff, who did their duty well.

I may further mention as deserving of great praise Captain Bedon and his officers and Captain Harms and his officers, Captain Werner and his officers, especially Lieutenant Melchers, who fired the last gun. Private Heidenreich and Corporals Petersen and Stelljes, of the

German Artillery, deserve to be praisefully mentioned, likewise several members of the Ninth Regiment whose names I have not been able to remember. Captains Canaday and White and their officers, Lieutenant Scanlan, of the ordnance, and Sergeants Cameron and Bruggermann have also done well. Indeed, where all were heroes, with very few exceptions, it is the voice of our country only which is strong enough to proclaim their "well done."

The entire force in the works consisted of 220 men, as detailed by my special alarm regulations, and these had to resist an overpowering array of seventeen war vessels, with nearly 400 guns of the best and heaviest caliber. All the guns, as is usual in sand batteries, worked hard, adding much to the labor of the men, who had already worked hard and enjoyed little or no rest for several days preceding. I had great reason to be grateful to Captain Read's regulars for their brave and valuable aid.

Under the circumstances of our retreat nothing whatever could be saved by the men. They had been working at the guns in most cases in shirt sleeves; the sand had covered their knapsacks and muskets, sometimes 2 or 3 feet deep, and very few arms were therefore brought off and very few knapsacks and clothing saved. They are entirely destitute and should be cared for by the State. The officers have also lost all, in some cases even their swords. The Confederate flag was rent into so many shreds that no piece could be found. The Palmetto flag, however, has been brought home decorated with many a token of the enemy's wrath.

The battle of Port Royal, it is true, has been lost, but the enemy, I sincerely believe, have paid very dear for their success, and we may console ourselves with the conviction that we have not only done our duty manfully under the most terrific circumstances but that we have for five hours defended a position against the most scientific and bravest seamen which one of our best generals and engineers had pronounced untenable.

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

JOHN A. WAGENER,

*Colonel First Artillery, South Carolina Militia,
Late Commandant Fort Walker.*

Captain H. E. YOUNG,

Assistant Adjutant-General.

Report of Colonel Heyward, Ninth Regiment South Carolina Volunteers, of the bombardment of Fort Walker.

HDQRS, 9TH REGT, SOUTH CAROLINA VOLS.,

3D MILITARY DISTRICT, DEPT. SOUTH CAROLINA,

Camp Lee, November 16, 1861.

SIR: On the morning of Thursday, the 7th November, I was placed in command of Fort Walker, Colonel J. A. Wagener and Major A. M. Huger having the immediate command of the batteries, assisted by Captain Yates and Major John Barnwell. The enemy opened fire upon us about 9 a. m., which was briskly returned by us until many of our guns were either disabled by them or rendered useless by various accidents. The two rifled guns failed, in consequence of it being found impossible to force down the shells after two or three discharges. The X-inch gun at the fourth or fifth discharge was rendered useless. Two of the 42-pounders were also rendered useless.

About 2 p. m., finding the fire of our batteries had nearly ceased, I enquired of Major Huger where Colonel Wagener was. He informed me that the colonel had been stunned by the bursting of a shell, and that he (Major Huger) was then in command of the battery. On consulting with him it was determined that Mr. L. Cheves and myself (Mr. Cheves acting as aid to General Drayton) should proceed to the magazine and enquire into the state of the ammunition. On reaching the door we were met by Lieutenant Scanlan, who reported that there were about ten or eleven rounds for 32-pounders left. On returning and reporting this to Major Huger it was decided that, as we could fight no longer with any hope of success, one or two guns should still be served slowly until all the wounded could be removed, and then to evacuate the fort. This was fortunately accomplished with but little additional loss, and the retreat to Buckingham Ferry commenced.

For particulars respecting the officers and men of my own regiment on duty in the fort, I refer you to the reports of Captain Josiah Bedon and Captain Canaday. The list of killed and wounded has already been sent in by my adjutant. Colonel Wagener's report, I presume, will furnish all the necessary information respecting his regiment. I regret that my report should be so short, but without a room for myself, with very little convenience for writing, constant application for leave of absence, noise and confusion about me, I find it impossible to write more.

Yours, respectfully,

WM. C. HEYWARD,

Colonel Ninth Regiment South Carolina Volunteers.

Captain H. E. YOUNG,

Assistant Adjutant-General.

Captain Bedon and Lieutenants Heape, Guerard, and Boyle behaved with distinguished bravery during the whole action. Mr. Joseph A. Huger and Mr. Hugh Rose, aids to General Drayton, rendered great assistance and displayed great coolness.

Report of Colonel W. D. De Saussure, Fifteenth South Carolina Volunteers, of the bombardment of Fort Walker.

CAMP LEE, *November 17, 1861.*

SIR: In compliance with instructions from the general commanding, I beg leave to make the following report of casualties in the Fifteenth Regiment South Carolina Volunteers at the battle of Fort Walker, on Hilton Head Island, on the 7th of November, 1861:

Killed, Lieutenant E. Z. Swygart, Company C, and Lieutenant James Norris, Company F; wounded, 14.

As the command was all day under the eye of the general, I deem it unnecessary to report its operations during the engagement, but cannot close without bringing to the notice of the general commanding that Colonel Randolph Spaulding, of Georgia, attached himself to Company B, of this regiment, and fought throughout the day as a private in the ranks.

Respectfully submitted.

W. D. DE SAUSSURE,

Colonel Fifteenth Regiment South Carolina Volunteers.

Captain H. E. YOUNG,

Assistant Adjutant-General.

Report of Major Lee, South Carolina Engineers, of the bombardment of Fort Walker.

NEW RIVER BRIDGE, *December 1, 1861.*

SIR: In obedience to instructions, I have the honor of submitting the following report of the defenses of Hilton Head up to the time of the bombardment of Fort Walker, November 7, 1861:

As Chief of Engineers, S. C. Army, I received instructions during the month of May, 1861, from General Beauregard, then commanding provisional forces in South Carolina, to carry into execution the defensive works on this coast. The general location of these defenses, together with the number and character of guns to be employed, was designated by General Beauregard, and the immediate necessity of the early completion of the proposed works was urged upon those in authority.

In the month of June I received an appropriation of \$15,000, and with this limited means at my disposal commenced the works at Port Royal, Captain Gregorie, S. C. Army, being charged with the construction of Fort Beauregard at Bay Point. Shortly after the commencement of this work Major J. H. Trapier, U. S. Engineers, having been charged with the engineering work in this State, and, by order of the governor, having transferred to Major Trapier the corps then under my command, I was instructed to proceed to Hilton Head and carry into execution the defensive work at that point.

I immediately, on receipt of this order, organized a party of artisans, and, leaving Charleston July 1, 1861, reached Hilton Head on the 3d of the same month. The labor necessary for the conduct of the work was to be immediately furnished by the planters of the vicinity, but owing to some delays in the issuing of the order no laboring force was put at my disposal for three weeks after my arrival at Hilton Head.

In the meantime I designed and laid out the proposed work, a sketch of which accompanies this report. The armament of the water front, as ordered by General Beauregard, consisted of seven X-inch columbiads, and my plans were arranged for such a battery. The interior slopes of the water battery were consequently intended for seven circular traverses against enfilading fire. The labor having arrived, the work was rapidly pressed forward, and by September 1, 1861, was ready to receive its armament. In place of receiving seven X-inch guns but one could be procured, together with one X-inch columbiad, model bored to a 32-pounder and rifled; one VIII-inch columbiad, model bored to a 24-pounder and rifled; one VIII-inch columbiad; nine navy 32-pounders; three navy 42-pounders; three navy VIII-inch howitzers; two 24-pounders; two 42-pounder carronnades, and two long English 12-pounders. Thirteen of these, viz, one X-inch columbiad; one X-inch columbiad, pattern bored to a 32-pounder and rifled; one VIII-inch columbiad, pattern bored to a 24-pounder and rifled; one VIII-inch columbiad; six navy 32-pounders, and three navy 42-pounders, being in all thirteen guns, were ordered to be placed on the water front.

This involved the necessity of subdividing the spaces allotted to the guns in this battery, and consequently placing them in such near proximity as effectually to prevent the construction of traverses against enfilading fire. The salient of the bastions of the fort on the land side, and also of the demilune, were arranged for circular traverses, some of which were sent me; but the necessary chassis and carriages never having arrived, I was forced to make use of two spare carriages, viz, one low navy carriage, to suit which an embrasure had to be cut through the salient of the demilune on the eve of the engagement, and one barbette-carriage, the latter of which was placed in the salient of the south bastion, but with a limited traverse segment.

Two VIII-inch navy howitzers were mounted on these carriages. The third VIII-inch howitzer, intended for the salient of the north bastion, was never mounted, no carriage having arrived for it. Besides these, one navy 32-pounder was mounted on the exterior angle of each bastion, and one long English 12-pounder, en embrasure, was placed in the shoulders, to enfilade the curtain face of the work. One of these last was afterwards removed for beach defense. Besides the VIII-inch howitzer, two 24-pounders, en barbette, were mounted in the demilune.

For beach defense two heavy shell guns were designated to occupy the two exterior flanking works, which commanded the beach approaches on both sides, and to give a cross fire on the front of the glacis, or more properly cover-face to the water front of the works. In place of these two light carronades arrived a short time before the bombardment, but without carriages or chassis. They were therefore simply buried in the sand to such depth, and with such directions, as to enable us to have at least one fire in the event of an attempt to storm the work. In addition to these, the 12-pounder from the north bastion was placed in such position as to sweep the beach by the approach from the south. The ditches on the water front not being protected by bastions, I arranged caponieres, constructed of palmetto logs, pierced for two tiers of musketry, approached by galleries leading under the parapets from the interior of the fort. These completed the ditch defenses and enabled us, in the event of the enemy attempting to cross the ditch at any point, to pour in a cross fire of canister and ball. As a protection to the land batteries of the fort I constructed a heavy traverse longitudinally to the work, and to insure against casualties from shot and shell bursting in the parade I arranged small traverses in rear of each gun of the water battery, sufficiently low, however, as to offer no obstacle to the passage of such shell as might graze the parapet of the water front.

It was my purpose to construct a splinter proof over the entire place of arms, between the principal traverse and the curtain of the work, and had ordered all the necessary material for that purpose. My requisitions for a steamer to transport the same some 30 miles were, however, not complied with, and I was enabled to cover in only about one-third of the proper space, and then by bringing ranging timber by hand nearly 2 miles and by working day and night.

The magazine of the work was large and complete, and so protected that, though an enormous amount of shot and shell was fired against it, it remained at the close of the action as strong and secure as before the fight. No permanent hot-shot furnace was constructed, but a portion of the material for one which had been ordered arrived a few days before the action, and from it a temporary one was constructed on Tuesday, November 5. This work was well and rapidly executed by my artisans while under the fire of the enemy, and I feel it my duty to call to your attention the cool bravery of Mr. Patterson and the artisans under him in executing my orders under the most trying circumstances. Besides the above-mentioned temporary furnace, a portable one had arrived some time before the bombardment, but of exceedingly limited capacity. In connection with the fort it was proper to construct a line of infantry works about 2 miles to the south, and also a battery at the outlet of Skull Creek into Broad River, but for reasons over which I had no control these works were never carried into execution.

Such was the condition of the defenses at Hilton Head on the morning of November 7, 1861. As an offensive work Fort Walker proved

itself unequal to the immense force brought against it. As a defensive work it accomplished its purpose by so well protecting the lives of the garrison that, after sustaining an incessant fire of shot and shell for nearly five hours, but ten of the garrison were reported killed. This number would, I believe, have been materially lessened had the traverses on the water front been practicable.

At the close of the engagement the fort had received but little damage, although hundreds of shot and shell were buried in the parapets and traverses.

I have the honor to be, very respectfully, your obedient servant,
FRANCIS D. LEE,
Major Engineers, S. O. Army.

Captain H. E. YOUNG,
Assistant Adjutant-General, Hardeeville.

Report of Colonel Dunovant, Twelfth Regiment South Carolina Volunteers, of the bombardment of Fort Beauregard.

HEADQUARTERS, 12TH REGIMENT SOUTH CAROLINA VOLUNTEERS,
Camp Lee, Pocotaligo, November 16, 1861.

SIR: On the 26th of October last I assumed command of the forces stationed on Bay Point Island, consisting of three companies of the Ninth Regiment, to-wit: The Beaufort Artillery, Captain Stephen Elliott; Colleton Rifles, Captain Anderson, and Captain Harrison's company of infantry. Six companies of the Twelfth Regiment South Carolina Volunteers, to-wit: Company A, Captain McCorkle; Company C, Captain Davis; Company D, Captain Bookter; Company E, Captain Hinson; Company F, Captain McMeekin, and Company I, Captain Valandingham, and a small detachment of Captain Screven's company of Beaufort Guerrillas, under Lieutenant Youmans. My staff consisted of Lieutenant W. H. Talley, adjutant; Doctor E. B. Turnipseed, surgeon; Captain T. I. Bell, quartermaster; Captain E. A. Rabb, commissary; Reverend O. B. Betts, chaplain, and Mr. Robert Chisolm, volunteer on staff. The entire force on the island, inclusive of field, staff, and company officers, was 619. Lieutenant-Colonel Barnes, of the Twelfth Regiment, was placed in command of the six companies of that regiment and Captain Anderson's company, then at the Narrows. Captain Elliott was assigned to the command of the work known as Fort Beauregard with his own company and Captain Harrison's. The detachment of Captain Screven's company was ordered to report directly to me.

Monday, the 4th instant, the enemy's fleet made its appearance early in the morning, and crossing the bar came to anchor to the south of and opposite the island, but made no further demonstration of an attack on our position during that day.

In the afternoon Commodore Tattnall, with three small steamers, attacked the nearest of the enemy's vessels, and after sustaining a heavy fire and replying most gallantly, retired slowly up the river.

Tuesday morning, in view of the uncertainty of the point and mode of attack, the following disposition was made of the companies of the Twelfth Regiment: Companies A and D were posted in rear of a range of sand hills distant about 200 yards from Fort Beauregard, for the purpose of protecting that work in case of an attempt of the enemy to land. Companies C and E took position near Captain Anderson's com-

pany at the Narrows, and Companies F and I were held at the camp of the regiment, being about equidistant between the detachments, so as to support either.

Between 7 and 8 o'clock Commodore Tattnall's steamers again advanced and engaged the enemy, who met the attack in such numbers and with such weight of metal that the little steamers were compelled again to retreat above the forts. The enemy followed, firing upon the steamers till within range of our guns, when Fort Beauregard joined in the conflict and drew a heavy fire of shot and shell, principally the latter, upon that work and the other portions of the island occupied by our troops. This engagement lasted nearly two hours, when the enemy's fleet withdrew and assumed very nearly its former position opposite our island, which it retained for the remainder of the day.

The only casualties on our part were those stated in Captain Elliott's report, herewith transmitted, as resulting from the explosion of a caisson.

The unfavorable state of the weather prevented any further action of the enemy on Wednesday. Thursday morning, however, the wind lulled and the water was unusually smooth. Of this the enemy availed himself, and at 8:30 a. m. the fleet of war vessels, headed by what is supposed to have been the *Minnesota*, bore toward the northwest till reaching the main channel they moved directly toward our batteries. As soon as they came within range, Fort Beauregard opened upon the vessel in advance, which being seconded by Fort Walker and replied to by the enemy, the action became general. About the time of the first movement of the fleet, it having been reported to me that barges filled with troops were leaving the transports, which still occupied their position opposite the camp, in anticipation of an attempt to effect a landing in that vicinity I ordered Companies O and E, which had been withdrawn on Wednesday, back to a point near the earthwork at the Narrows, retaining at the camp the four remaining companies of the Twelfth Regiment. After, however, having made a careful personal observation of the movements of the enemy, and in view of their steady advance and heavy fire upon the western end of the island, I changed the arrangement of the force, throwing the four companies at the camp in the rear of the sand hills before referred to, near Fort Beauregard, and withdrew within supporting distance the two companies of the Twelfth at the Narrows. Thus the troops remained for several hours under a heavy fire of shot and shell, during which they exhibited great coolness and promptness in obedience to orders. Notwithstanding the protection afforded by the sand hills many shot and shell fell around them but fortunately without inflicting injury of any kind. The batteries at Fort Beauregard were worked with great gallantry, skill, and energy, and the highest praise is due to Captain Elliott and his command for the manner in which they discharged their important trust.

About 2 p. m., the fire of the enemy upon our batteries was slackened and redoubled against Hilton Head. A little after 3 o'clock it was reported to me by Adjutant Talley that a boat was leaving one of the fleet for the shore of Hilton Head amid loud cheers from the former, and that Fort Walker was silent. I at once proceeded to Fort Beauregard, and after the colloquies accurately detailed by Captain Elliott in his report, ordered him to make arrangements for retreat from the fort toward the Narrows.

I then returned and issued the necessary orders for the evacuation of the island, and the force moved in good order toward the eastern

portion of the island. The only line of retreat lay across the strip of land known as the Narrows, scarce 50 yards wide and 1,000 long, to the main body of Eddings' Island, which itself is but an extensive swamp, entirely impenetrable save by a trail known to few, and of such extreme difficulty as to preclude the possibility of transporting baggage of any kind beyond what could be borne on the shoulders of the men. Of the character of the route and the consequent impracticability of transportation I had been fully advised, and therefore did not undertake the removal of camp equipage, stores, or heavy baggage. Nor did I think it prudent to destroy such property by fire, inasmuch as the retreat was at best of doubtful feasibility and the nature of the movement would have been thereby revealed to the enemy and its success still further jeopardized, if not entirely frustrated.

I believe that in consequence of the manner in which the evacuation of the island was effected it was unknown to the enemy until it had been fully accomplished, and this conviction is strengthened by their failure to take advantage of the entire command of Station Creek and Beaufort River to cut off the retreat at Jenkins' Landing, and especially at White Hall Ferry. The body of the command reached the landing at Station Creek and crossed to Dr. Jenkins' plantation during the night, and after resting a short time at the latter place resumed the march for Beaufort, where it arrived early Friday morning. The town was deserted by the white population, and no representative of the Quartermaster's or Commissary Departments, or other person in authority, could be found. I was, therefore, under the necessity of assuming the responsibility of taking for the use of the troops such provisions and necessaries as their condition imperatively demanded, and had I known the amount and nature of the stores, might have saved much public property, which has probably fallen into the hands of the enemy. I proceeded with the command to Port Royal Ferry, and thence to this place, regarding the latter as an important point of defense and at the same time one from which I could readily open communications to procure the necessary supplies for my command. In consequence of the intricacy and difficulty of the line of retreat, some officers and men detained by their duties lost their way, but all these have since rejoined their respective companies. There is but one man whom I am under the necessity of reporting as missing. As to the particulars of this case I refer you to the accompanying report of the efficient surgeon of the Twelfth Regiment herewith submitted. Some muskets were left, but only those which had been drawn for enlisted men who were at the time absent by reason of the severe epidemic which had thinned our ranks during the previous month.

No soldier threw away his arms. In regard to the manner in which the retreat was arranged and effected, justice to myself and others requires that I should add a word of explanation. Having received no instructions as to the mode in which the island of Bay Point should be defended, nor of the contingencies upon which it should be abandoned, with no arrangement for receiving orders, by means of signals or otherwise, from headquarters, and totally without information of any plan devised or facilities provided for the retreat of my command in case of disaster, I felt that these circumstances imposed upon me the obligation of endeavoring to secure some means of evacuating the island in the event such a step should become necessary. Accordingly, the state of facts above referred to continuing, on Tuesday I went in person to Captain Elliott, who, perhaps, was more familiar with the localities than any other person, and after learning from him, in answer to

my enquiries, that a retreat was practicable through Eddings' Island if boats and flats could be secured to take the forces across Station Creek, I instructed him to select some prudent and trusty person to superintend the collection of the necessary means of transportation at the landing on Eddings' Island. The Reverend Stephen Elliott was chosen to discharge this important duty and left on Thursday morning for that purpose. Fortunately Captain Thomas Hanckel, Mr. Henry Stuart, and Mr. W. H. Cuthbert, of Beaufort, had already secured a large number of flats at Dr. Jenkins' Landing for the purpose of taking them to some point on Eddings' Island for our relief. Mr. Elliott informed them of the plan agreed upon, and thus, through the cooperation of these gentlemen and the valuable assistance of Captain Fripp and his command, the evacuation of the island was effected. I communicated the plan of retreat to none save Captain Elliott, the adjutant, and the quartermaster.

Lieutenant-Colonel Barnes, commanding the greater portion of the infantry, was prompt and energetic in executing the orders for the movements of his immediate command. From the nature of the attack, the forces at Fort Beauregard were the only active participants in the engagement, and I can not close this report without drawing special attention to the high qualities of the officer exhibited by Captain Elliott, commanding that work. Compelled, from the necessities of our position, to act the part of engineer, ordnance officer, and commander of the fort, he exhibited an energy and intelligence in preparing the batteries for the fight which were only equaled by the gallantry and firmness of the defense.

All the members of my staff did their duty. Adjutant Talley, Captain Bell, quartermaster, and Reverend O. B. Betts, the chaplain, frequently sent with orders to various parts of the island during the bombardment, executed their trust in a manner entirely satisfactory to me.

Lieutenant Youmans and his detachment were efficient in the performance of the part assigned them. To Lieutenant Johnson, of the Beaufort Artillery, the command is under obligations for valuable services rendered at the ferry across Station Creek, and to Captain Thomas R. Elliott for similar aid in passing White Hall Ferry.

The reports of Captain Elliott and Surgeon Turnipseed are herewith respectfully submitted.

Very respectfully, your obedient servant,

R. G. M. DUNOVANT,

Colonel Twelfth Regiment South Carolina Volunteers.

Captain H. E. YOUNG,
Assistant Adjutant-General.

Report of Captain Elliott, commanding Beaufort Volunteer Artillery, of the bombardment of Fort Beauregard.

HEADQUARTERS BEAUFORT VOLUNTEER ARTILLERY,
November 13, 1861.

SIR: Having been assigned to the command of Fort Beauregard by Colonel Dunovant, commanding the post, I beg leave to submit the following report:

The garrison consisted of Beaufort Volunteer Artillery (Company A, 83 men) and Captain Harrison's company (Company D, 66 men), both of Colonel Heyward's Ninth Regiment South Carolina Volunteers. To

the former was intrusted the main work (13 guns), to the latter the hot-shot battery (3 guns) and the sand battery (2 guns).

On Monday, the 4th instant, the enemy appeared and anchored within the bar, 4 miles below the fort. On Tuesday morning, at 7:30 o'clock, five gunboats came within range and opened upon us with heavy guns, throwing spherical and rifle shell with accuracy. One of these struck the caisson, causing it to explode, and thereby injuring slightly one of the gun detachments. I replied, but found the range too great for successful firing, and at 9:15 o'clock a. m. the enemy withdrew, having been struck several times.

On Wednesday, the weather being boisterous, the enemy remained quiet.

On Thursday, pursuant to an order previously received from Colonel Dunoyant, I dispatched the chaplain of the Ninth Regiment to St. Helena, for the purpose of providing transportation in case it should be necessary and prove practicable to retire. At 8:30 a. m.; fifteen of the enemy's sail formed in line and steamed up the harbor, engaging us at 9:15 o'clock. These were subsequently joined by four others. Having passed the batteries, they turned to the left and southward and repassed near the Hilton Head shore.

This circuit was performed three times, after which they remained out of reach of any except our heaviest guns. The last gun from my battery was fired at 3:35 p. m., being the eighth to which the enemy had not replied. A few moments afterwards Colonel Dunoyant entered the fort and said to me, "Captain Elliott, what is the condition of things over the river?" I replied, "Fort Walker has been silenced, sir." "By what do you judge?" "By the facts that the fort has been subjected to a heavy enfilade and direct fire, to which it has ceased to reply; that the vessels having terminated their fire, the flagship has steamed up and delivered a single shot, which was unanswered, and that thereupon cheering was heard from the fleet." "Then, sir, it having been proved that these works can not accomplish the end for which they were designed, that of protecting the harbor, you will prepare to retire from a position from which our retreat may readily be cut off and which our small force will not enable us to hold against a land attack." I then prepared my command for a retreat, destroyed a greater part of the powder, spiked the guns, and an hour later took up the line of march for Eddings' Island.

Our fire was remitted during those intervals when passing down on the farther side of the river, as the ships were too distant. This cessation afforded a respite to the cannoneers, already fatigued by labors properly belonging to the engineer and ordnance departments. At all other times it was kept up with shot and shell.

One of the columbiads was fired fifty-seven times, the other not quite so often. The position of the hot-shot guns in the main battery was such that, when unmasked, the ships were too far distant to be reached by any elevation the guns were susceptible of. They were therefore used but sparingly, but hot-shot was fired from two 42-pounders on the front face. The flagship was supposed to be on fire more than once.

Our fire was directed almost exclusively at the larger vessel. They were seen to be struck repeatedly, but the great distance, never less than 2,500 yards, prevented our ascertaining the extent of injury. The wooden fuzes for the VIII-inch shell were very defective, generally igniting the charge a few seconds too soon. The paper fuzes were more reliable. It had been found during the engagement on Tuesday that the rifle shell could not, without much difficulty, be forced down after one or two discharges. They had, therefore, in the interim been refitted.

The gun, however, exploded at the thirty-second discharge, slightly wounding every man of the detachment. No other cause can be assigned except that the gun, after being fired several times in rapid succession, was loaded and allowed to remain. As it became cool it may have contracted upon the shell, and hence the explosion.

The hot-shot battery, manned by Captain Harrison's company, fired a few rounds, but the great severity of the cannonade in an exposed position drove the men from the guns. Some of his men afterwards assisted me in the main work, among whom Sergeant Edenfield deserves to be mentioned with praise. The Beaufort Artillery behaved with coolness under heavy fire, as is attested by the fact that no accident attributable to carelessness occurred at their guns. Instances of conspicuous bravery might be mentioned, but it would be unfair to eulogize a few when the majority did their duty.

Previous to the engagement the members of this corps contributed each according to his talent to the efficiency of the whole, but especially zealous and untiring were Privates S. E. Scanlan and I. E. Falbin in preparing ammunition and placing the battery in order. In this connection I must mention with honor Captain Harrison's company, who, for months before, cheerfully gave me their assistance. I must also thank the companies of Colonel Dunovant's command, who labored to make my position more secure. Honor is due to Midshipmen Maffitt and Read, who, with coolness and courage, gave me valuable aid whenever it was required.

The following is a list of the wounded of the Beaufort Artillery: Captain S. Elliott, in the leg, by a fragment of rifled gun; Sergeant B. W. Sloman, in the hand, by the same; Privates Fripp, Hamilton, Wilcox, Perryclear, and Joyce, by same; Sergeant Stuart, by recoil of columbiad; Private M. W. Fripp, by same; Privates William Elliott and F. N. Murdaugh, by explosion of caisson, all slightly. Of Captain Harrison's company, Privates J. and J. E. Crews lost each an arm by the premature discharge of a gun.

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

STEPHEN ELLIOTT, Jr.,

Captain of Beaufort Artillery.

First Lieutenant WILLIAM H. TALLEY,
Adjutant of Twelfth Regiment.

*Reconnoissances in St. Helena Sound, South Carolina, and its tributaries,
November 25-28,* 1861.*

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army.

FLAGSHIP WABASH,

Off Bay Point, November 24, 1861.

GENERAL: I have organized an expedition for St. Helena, of three vessels, under Commander Drayton, to leave at 4 in the morning.

If you desire to send an engineer officer along, Captain Drayton will receive him on the *Pawnee*. He had better be over this evening. The object of the expedition is a general reconnoissance.

I have heard some heavy guns this forenoon, and presume my boats have drawn the fire of Pulaski on them.

Yours, most truly,

S. F. DU PONT.

Brigadier-General SHERMAN,
Commanding Forces at Hilton Head.

* For general correspondence, November 7-24, see pp. 329-361.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 24, 1861.

SIR: You will please take under your command the gunboats *Unadilla* and *Pembina* and proceed to St. Helena Sound, where you will endeavor to ascertain by a reconnoissance the state of preparation of the enemy at Hunting Island, Otter Island, and at the mouth of Morgan and the Coosaw rivers. I have explained to you verbally my views as to the mode of conducting this expedition. The following memorandum will serve to keep them before you:

1. To ascertain what guns, if any, are mounted on or near the waters of St. Helena Sound; the caliber of such guns.
2. Fortifications or earthworks, whether abandoned or not.
3. The general state of the neighboring country.
4. Whether there are any boats, scows, or other vessels that can be useful to the enemy.
5. Whatever can be found out concerning the quantity and condition of cotton, and the number and state of the white and slave population.
6. You will please remember that I enjoined upon you to regard this expedition as a reconnoissance only; to avoid an engagement with batteries of force, and to bear in mind that your vessel will soon be wanted for more important service.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander P. DRAYTON,
U. S. S. Pawnee, Port Royal Harbor, S. C.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 25, 1861.

SIR: Whilst waiting for the ammunition expected in the *Bienville*, I have not suffered the squadron to be idle.

The men-of-war of small draft and the tug *Ellen* have ascended Broad and Beaufort rivers, and penetrated into the adjacent creeks. The country is everywhere in the same deplorable state.

The slaves are left to take care of themselves, except that occasional attempts are made by their former masters to carry them off at night, when, in case of resistance, extreme violence is used.

A great deal of cotton of this year's growth, most of which is not ginned, is lying about in barns or in the open air. I have already taken the first steps toward collecting it, for I learn from the most intelligent of the slaves that orders are given to burn it, and several barns have been destroyed on Port Royal Island on the approach of our vessels.

I have had the honor to report in a separate communication the occupation of Tybee Island.

This morning, at 4 o'clock, I dispatched a small squadron, consisting of the *Pawnee*, Commander Drayton; the *Unadilla*, Lieutenant Commanding Collins, and the *Pembina*, Lieutenant Commanding Bankhead, to examine the waters of St. Helena Sound, and look at the defenses, if any, on Hunting and other islands, or at Morgan or the Coosaw

rivers, to enquire into the condition of the neighboring country and its inhabitants, and take possession of any abandoned public property.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting detailed report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 1, 1861.

SIR: Enclosed is the report of Commander Drayton, of the *Pawnee*, of his expedition up St. Helena Sound and the adjacent river, which the Department will find interesting.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. PAWNEE,

Port Royal Harbor, November 28, 1861.

SIR: In obedience to the instructions contained in your letter of the 24th instant, I left this harbor at 3 a. m. of the 25th instant in company with the *Unadilla*, Lieutenant Commanding Collins, and the *Pembina*, Lieutenant Commanding Bankhead, piloted by the *Vixen*, Captain Boutelle. We crossed this bar at 4:30, and that of St. Helena Sound at 9:30, a steamer supposed to be the *General Clinch* then being off the entrance of South Edisto River, which position she shortly left, and steamed up the river. I soon after came in sight of a fort on the point of Otter Island, into which, at the distance of a mile, I threw a few shells, as did the gunboat, to discover if it was occupied. There being no answer, I sent a boat on shore to take possession, and found it to be a regular triangular work, with two faces toward the water, of 250 feet each, with bastions and a curtain on the land side, the whole surrounded by a ditch. The magazine had been blown up, and everything carried away or destroyed, the only thing left being the fragments of an 80-pounder rifle gun, which had been burst. There was also on the outside a large quantity of timber and palmetto logs, which I left undisturbed, there being little or no probability of anyone coming to remove it, and considering that, should we occupy the place, it would be required to finish the work.

Having made the above examination, I continued up the Coosaw River with the gunboats, piloted by Captain Boutelle. When just after passing Morgan River, about 10 miles from Otter Island, I came in sight of a fort directly ahead, and at the junction of Barnwell Creek with the Coosaw. When within a mile, we threw a few shells into it, and there being no signs of occupation and the negroes showing themselves in the neighborhood, I sent a boat on shore to take possession, and found it to be a redoubt, with a ditch on three faces and a steep

slope toward the water, above which the parapet was elevated 30 feet, its name being (as we found from papers picked up) Fort Heyward. The armament had consisted of only three guns—one rifle, which had been removed, and two 18-pounders, which, being of a very antiquated make and spiked, I destroyed by breaking the trunnions off. The next morning early I returned and removed to this vessel a quantity of intrenching tools which I found near the fort, together with a large sling cart and two siege carriages which had not been much injured by the fire, which had consumed sufficiently to render useless the other one and all of the timbers. This being completed, I returned to Otter Island, finding there the *Vixen*, which had preceded us for the purpose of bringing an engineer, Lieutenant O'Rorke, off, who had been sent by General Sherman to join us at Coffin's Landing. He desired to make a drawing of the fort, and as it then was late I anchored for the night, leaving again on the morning of the 27th, with the gunboats and *Vixen* (there not being water for the *Pawnee*) to ascend the Ashepoo River, as I understood that there was a military station a short distance up. After running 4 miles, I discovered a redoubt, and having, as before, satisfied myself that it was not occupied, I landed, and found that, like the others, it was very carefully and scientifically built, with a deep ditch surrounding it. Everything had been destroyed or carried away, excepting a rifle 20-pounder and an old English 18-pounder, both of which had been burst, and another 18, which I destroyed. Having performed this duty, I continued up the river, thinking that I might find fortifications at Mosquito Creek, which offers the only inland channel of communication with Charleston. None had, however, been erected there, and I continued up the river to the plantation on Hutchinson's Island, about 12 miles from Otter Island, which was as far as the vessels could go.

Here was a large number of negroes, but no white men, although they told me that there was a picket of soldiers about 3 miles beyond. At this time I heard heavy firing, and as we all supposed it to proceed from the *Pawnee*, I hurried everyone on board and returned down the river as quickly as possible, but on reaching that vessel was told that the sounds came from the direction of Beaufort. I then, with the *Pawnee*, got underway and, accompanied by the other vessels, ran across the bay to Hunting Island River, where I landed and looked for fortifications on the point of Hunting Island, but could not find the least appearance of there ever having been any there. The light house had been recently blown up and all the public property carried away. I had now examined all the points mentioned in your letter except Coffin's Landing, which had been visited by Lieutenant O'Rorke on his way across, and he reporting that no works had been erected there, I did not think it worth the delay that would have been occasioned by going there. I left Hunting Island harbor at 7 a. m. this morning and reached my anchorage here at meridian.

With regard to the other enquiries that I was ordered to make I would beg leave to say that wherever practicable the slaves have been removed, as on the northern side of the Ashepoo, where there is communication with the Edisto. At all the plantations south of that, however, a great many still remain; at Hutchinson's Island not less, I think, than 120. Not a white man seems to be left anywhere outside of the line of military occupation, which was higher than I was able to go with the vessels. The slaves are doing nothing and are very friendly. They assisted us voluntarily wherever we wanted their aid, and sometimes, as at Fort Heyward, worked very hard, and I overheard one of them

say that it was but fair that they should do so for us, as we were working for them. The more intelligent of them told me that there was no packed cotton in their neighborhood; that scarce any had been packed this year, and that not much more than half the cotton and scarcely any of the provision crop had been gathered.

In conclusion, I would beg leave to call attention to the great importance of the fort on Otter Island. It can be easily held, and with a few vessels as a support would be almost impregnable to any ordinary force. It completely commands the inland route to Charleston, and 4 miles above it the Ashepoo and South Edisto rivers approach each other so closely that it seemed to me that I could almost have commanded the navigation of the latter river from my vessel, and a few guns in position on the narrow neck of land that divides them might easily control both streams. No single point can command all the entrances into St. Helena Sound, as it is 5 miles across, but a fort on Otter Island shuts up the most important one, and in its immediate vicinity and under its guns is perhaps the very best anchorage for ships to be found in those waters.

I forgot to mention that, as far as we could make out, on our return down the river (the Ashepoo) they appeared to be burning houses in the direction of the South Edisto River or on those plantations which must have still been in possession of the whites, and the same thing seemed to be continued during the night. I can not finish without mentioning the obligations I am under to Captain Boutelle for the skill and untiring energy he displayed in piloting us through those inland waters, and I think the people must have been a little surprised at seeing vessels of war passing at full speed up narrow and not over-deep rivers, such as the Coosaw and Ashepoo.

I am, very respectfully, your obedient servant,

P. DRAYTON,

Commander, Commanding Pawnee.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal Harbor.

Abstract log of the U. S. S. *Pembina*, Lieutenant Bankhead, U. S. Navy, commanding.

November 25, 1861.—In St. Helena Sound and Coosaw River. At 1:20 p. m. got underway and followed *Pawnee* up the Coosaw River. At 3:30 fired the rifled and the XI-inch gun at a fort on Sams Point. At 3:40 let go anchor and sent boats to reconnoiter.

November 26.—At 6:40 a. m. gig and first cutter ashore; crews engaged destroying ordnance in Fort Heyward, Sams Point, S. C.

November 27.—At 6:30 a. m. followed the steamer *Vixen* up the Ashepoo River, South Carolina; *Unadilla* in company. At 7 fired shell and rifled gun at a fort on the northeast bank of the river.

Abstract log of the U. S. S. *Unadilla*, Lieutenant Collins, U. S. Navy, commanding.

November 25, 1861.—At 5 a. m. got over the bar in company with the *Pembina*, *Pawnee*, and *Vixen*, standing for St. Helena Sound. At 10:30 one dead shell fired from Parrott gun at what appeared to be a battery; no answer from shore. At 3:50 p. m. anchored in Coosaw River; fired a shell from Parrott gun at a newly erected battery; no return from shore.

November 27.—At 6 a. m. went up Ashepoo River to the mouth of Tar River. At 7:15 fired a dead shell from Parrott gun; no return from shore. At 11:30 proceeded down the river, as we heard heavy guns firing at a distance.

Occupation of Tybee Island, Georgia, by Federal naval forces, November 21, 1861.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, for a preliminary reconnoissance.

FLAGSHIP WARASH,
Port Royal Harbor, S. C., November 19, 1861.

SIR: You will proceed to sea and report to Commander Missroon, off Savannah, for duty in aid of the blockade of that port.

I wish you, while there, to confer with Captain Missroon on the most feasible plan of placing obstructions on the bar of Tybee entrance, for which, as you are aware, the Department has made extensive preparations.

A reconnoissance will probably enable you to form an approximate estimate of the force on Tybee Island, and of the possibility of gaining access to the inner bar, but on making this reconnoissance you will please to bear in mind that nothing need be risked.

If the information acquired by this reconnoissance should be important, I wish you to return and communicate it to me immediately.

I will not omit this opportunity of again calling your attention to the vessels bound from England to a southward port, mentioned in my recent dispatches.

You have a list of them and will please exercise the utmost vigilance with regard to them.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Captain JOHN RODGERS, U. S. Navy,
U. S. S. *Flag*, Port Royal Harbor, S. C.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army.

FLAGSHIP WARASH,
Saturday Evening, November 23, 1861.

GENERAL: I am thankful for the extract you have kindly sent me from Colonel Terry's report, for it confirms what Commander J. Rodgers, of the *Flag*, reported as his opinion.

He has been sounding the Savannah Bar, and left again to-day with three vessels to continue his work up to Tybee. If the forts there have really been abandoned, which I shall know to-morrow, I will cork up Savannah like a bottle by placing a frigate in the roads opposite Tybee and out of range from Pulaski.

I feel some concern about the report of the *Fingal* getting in. If a week ago from last Sunday or Monday be meant in Colonel Terry's letter, it is hardly possible she may have run the blockade. This would be the 10th of November. I had a steamer there on the 2d, and they have been going down ever since. There are eight men-of-war now from Savannah to Fernandina, cruising and blockading.

The New York papers of the 15th report the capture off Key West of an English steamer laden with munitions of war.

The *Fingal* had but four pieces of ordnance. We have a complete invoice of her cargo, valued at £48,336. She had 24,000 pounds of powder, 11,340 rifles, 400,000 cartridges, a half million percussion caps, etc.

We have had an expedition into Johnson's Creek to-day. An intelligent negro informed the officer of it that the rebels were intrenching at Port Royal Ferry depot and had four guns mounted the size of the smallest guns in the fort at Bay Point.

I am, general, yours very truly,

S. F. DU PONT.

Brigadier-General SHERMAN,
Commanding, etc.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Missroon, U. S. Navy, commanding U. S. ship *Savannah*, to proceed with that vessel into Tybee entrance.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 24, 1861.

SIR: I have just received a note from Commander John Rodgers, which circumstance prevented his sending through you informing me that he is at anchor in the channel abreast of Tybee Island.

Lieutenant Commanding Ammen, who went in with Commander Rodgers, brought this note and gave me other particulars confirming the report of our possession of Tybee Island, and acquainting me also with the fact that the enemy has sunk obstructions in the river at Fort Pulaski.

You will please, as soon after the receipt of this communication as possible, take the *Savannah* into Tybee entrance and anchor off the light or beacon, hoist the flag on the tower, and protect it from the ship without keeping a permanent force on shore.

I give these orders presuming that nothing will have occurred to alter the existing state of things at the time of Captain Ammen's departure.

But I leave you always to exercise your own judgment in new and unforeseen circumstances.

Very respectfully, your most obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander J. S. MISSROON,
U. S. Ship Savannah, off Savannah.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 25, 1861.

SIR: I have the honor to inform the Department that the flag of the United States is flying over the territory of the State of Georgia.

As soon as the serious injury to the boilers of the *Flag* had been repaired I dispatched Commander John Rodgers to Tybee entrance, the mouth of Savannah River, to report to Commander Missroon, the senior officer, for a preliminary examination of the bars, and for the determination of the most suitable place for sinking the proposed obstructions to the navigation of the river.

Captain Rodgers was instructed to push his reconnoissance so far as to "form an approximate estimate of the force on Tybee Island and of the possibility of gaining access to the inner bar, and further, if the information acquired by this reconnoissance should be important, to return and communicate it to me immediately."

I was not surprised when he came back and reported that the defenses on Tybee Island had probably been abandoned. Deeming it proper, however, to add the *Seneca*, Lieutenant Commanding Ammen, and *Pocahontas*, Lieutenant Commanding Balch, to his force, I directed him to renew his approaches with caution, and if no opposition was met with to occupy the channel.

I am happy now to have it in my power to inform the Department that the *Flag*, the *Augusta*, and the *Pocahontas* are at anchor in the harbor abreast of Tybee beacon and light, and that the *Savannah* has been ordered to take the same position.

The abandonment of Tybee Island, on which there is a strong martello tower, with a battery at its base, is due to the terror inspired by the bombardment of Forts Walker and Beauregard, and is a direct fruit of the victory of the 7th.

By the fall of Tybee Island, the reduction of Fort Pulaski, which is within easy mortar distance, becomes only a question of time.

The rebels have themselves placed sufficient obstructions in the river at Fort Pulaski, and thus, by the cooperation of their own fears with our efforts, the harbor of Savannah is effectually closed.

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

Flag-Officer, Commanding South Atlantic Blockading Squadron.

[Hon. G. WELLES,
Secretary of the Navy.]

Report of Commander Missroon, U. S. Navy, commanding U. S. ship Savannah.

U. S. SHIP SAVANNAH,

At anchor on Tybee Bar, November 25, 1861—1 p. m.

SIR: I have the honor to report that Commander Rodgers landed on Tybee Island at 3 p. m. last evening and hoisted the flag of the Union on the martello tower and light-house, which were held last night by a boat's crew, by whom numerous camp fires were built to induce a belief that it was held in force.

I am now about going up in the *Seneca* to select a suitable anchorage for this ship, by advice of Commander Rodgers, and expect to reach it to-morrow at 9 a. m.

Your communication of yesterday was received this morning at 9 o'clock.

Respectfully, sir, your obedient servant,

J. S. MISSROON.

Flag-Officer S. F. DU PONT,

Commanding U. S. Blockading Squadron, Port Royal, S. C.

Abstract log of the U. S. S. Flag, Commander John Rodgers, U. S. Navy, commanding.

November 21, 1861.—Off Savannah. At 9 anchored, Tybee light-house W. by N., distant 4 miles. At 10.40 the *Seneca* and *Pocahontas* got underway and stood in over the bar. At 11.15 commenced fir-

ing upon the martello tower on Tybee Island. They fired 16 guns. At 3, beat the long roll, called away all boats armed, sent them in charge of the first lieutenant to join a landing party. The small-arms men landed at 4.03 from the boats and took possession of Tybee Island. The United States flag was hoisted on the martello tower and light-house; boats returned and reported the island deserted by the rebels. A launch's crew had been left ashore under command of Master Phoenix, of the *Pocahontas*, in charge of public property and to light false camp-fires. At 9, two very large fires were discovered on the mainland. About fifteen minutes later another large fire showed itself, supposed to be in or about Fort Pulaski.

Abstract log of the U. S. S. *Pocahontas*, Lieutenant Balch, U. S. Navy, commanding.

November 14, 1861.—Lieutenant G. B. Balch placed in command.

November 21.—At 10.30 a. m. got underway and stood in toward Tybee light, firing six rounds of X-inch shell and three shell from 32-pounder at fort near Tybee light-house, *Seneca* also firing. At 2.30 p. m., in obedience to a signal from the *Seneca*, lowered and manned all our boats. The boats from all the vessels having stopped at the *Flag*, they pulled ashore and took possession of Tybee Island. At 4.30 we made signal that a Confederate steamer was coming down but she returned to Fort Pulaski without coming in range. The gig, first and second cutters returned, leaving Messrs. Phoenix and Wiley and the launch and launch's crew on shore to man the battery. From 8 to midnight, camp fires burning brightly on shore. Master Phoenix in charge with the launch's crew and a few marines garrison the fort with howitzers and small arms. The retreating rebels are apparently burning everything in their track. Immense fires are burning in different places.

Abstract log of the U. S. S. *Seneca*, Lieutenant Ammen, U. S. Navy, in command.

November 21, 1861.—At 10.30 a. m. Commander Rodgers, of the *Flag*, and pilot came on board of this vessel. Weighed anchor and stood over the bar, planting channel buoys, followed by the *Pocahontas*. When within long range fired with 15-second fuzes on the martello tower on Tybee Island, firing six of this range, then one 10-second fuze, then two 5-second fuzes from XI-inch pivot guns. We also fired six Parrott rifle shell. The *Pocahontas* opened fire at the same time; receiving no reply, anchored in Tybee Roads.

Report of General Lee, U. S. Army.

HEADQUARTERS,
Savannah, November 29, 1861.

SIR: On Sunday last, 24th instant, the enemy crossed Savannah Bar with five of his vessels, and made a lodgment on Tybee Island. Subsequently three other vessels joined them, and the force on Tybee Island was reinforced. Five vessels, one of them a frigate, said to be the *Sabine*, now lay inside of the bar north of Tybee Island. They are 3 or 4 miles from Fort Pulaski, within range of whose guns they have

not yet approached. The force on Tybee Island is reported to be large, but I am unable to state it. No demonstration of their purpose has yet been made further than the occupation of the island.

The preparation and arrangement of Fort Pulaski, ordered on my first arrival, have progressed slowly, but I do not think the passage of the river can be forced. Fort Jackson is now armed, and its defenses have been strengthened, and form an interior barrier. The channel of the river has also been blocked up.

The force in the Savannah River is believed to be part of that from Port Royal Harbor.

I have the honor to be, your obedient servant,

R. E. LEE,
General, Commanding.

Hon. J. P. BENJAMIN,
Secretary of War, Richmond, Va.

Report of Commander Haggerty, U. S. Navy, commanding U. S. Ship Vandalia, of the arrival of that vessel at New York.

U. S. SHIP VANDALIA,
New York, November 24, 1861.

SIR: I have the honor to inform the Department of my arrival at this station, in command of this vessel, from Port Royal, which place I left on the 14th instant, in obedience to an order from Flag-Officer S. F. Du Pont.

I have the honor to be, sir, very respectfully, your obedient servant,
F. S. HAGGERTY,
Commander.

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

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, to inform the Department regarding the relative merits of commanding officers.

Confidential.]

NAVY DEPARTMENT, *November 25, 1861.*

SIR: Since the efficiency of the blockade depends in a great measure upon the professional skill of each individual commander, the Department enjoins upon the flag-officers a vigilant supervision of the movements of each vessel under their command.

A large number of most efficient steamers are being pressed to completion, and the Department desires to assign these, as far as the public service will admit, to those officers who have performed, at sea, most faithfully, the duties of the blockade. You will therefore keep the Department advised of the relative merit of each and every commander attached to your squadron, and take care that no case of individual merit, or the reverse, occurs without a full investigation and report to the Department. The Department also desires a particular report relative to the officers formerly in the Navy and now serving under acting appointments, and those now attached to seagoing vessels who are on the retired list. As full authority is given to the flag-officers to

send home the inefficient and apathetic, and make any changes in the commanding officers that the public service demands, the Government will hold them responsible for the efficiency of each single ship. Rank has its merits, but no consideration will be given to it unless accompanied with enthusiastic devotion to the suppression of this rebellion and professional fidelity to the duties imposed.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Superintendent U. S. Coast Survey to the Secretary of the Navy, requesting a suitable armament for the steamer Bibb.

COAST SURVEY OFFICE, November 25, 1861.

SIR: The honorable Secretary of the Treasury having returned the steamer *Bibb* to the service of the Coast Survey, that vessel has been assigned to duty, under the charge of Assistant C. O. Boutelle, in Port Royal Sound and at such other ports as Commodore Du Pont may visit; and at which the services of the party will be required. I would respectfully request that such direction may be given from the Navy Department as may insure the supply of a suitable armament, including small arms for the steamer *Bibb*, so as to admit of her taking her place in the squadron of Commodore Du Pont as soon as practicable.

Very respectfully, yours,

A. D. BACHE,
Superintendent.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Order issued 26th November by Bureau Ordnance to arm the *Bibb* in the best manner according to the means of the New York yard.

H. A. W.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting information regarding the movements of blockade runners.

NAVY DEPARTMENT, November 7, 1861.

SIR: I enclose herewith a copy of a communication addressed to this Department by the honorable Secretary of State, of the 6th instant, and to which I invite your attention.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, November 6, 1861.

SIR: I have the honor to transmit herewith a duplicate dispatch received here yesterday from the consul-general of the United States

at Havana, in which he reports the arrival at Nuevitas of the *Evelyn*, from Charleston; also the *R. Burrows* at Havana, from Mobile, and the *Theodora*, from Charleston, at Cardenas.

The Department has been informed that the practice of commanders of ships of the blockading squadron in suspending lanterns from the mastheads of their respective vessels at night is of great service to the vessels of the insurgents intending to run the blockade, giving them exact information as to the position of the blockading ships, and, in the absence of light-houses and buoys, furnishing to the pilots of the escaping vessels valuable aid in clearing the harbors.

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

F. W. SEWARD,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting consular information regarding the steamer Fingal.

NAVY DEPARTMENT, *November 7, 1861.*

SIR: I enclose herewith, for your information, copy of a dispatch, No. 29, of the consul at London, and the invoice which accompanied it, received from the Department of State, giving further information in regard to the steamer *Fingal*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAMUEL F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Hampton Roads.

[Enclosures.]

CONSULATE OF THE UNITED STATES OF AMERICA,
London, October 16, 1861.

SIR: I herewith forward a further report in reference to the screw steamer *Fingal*, which recently cleared from Greenock with a full cargo of material of war for the rebels.

The paper is a true copy of the invoice of cargo as presented for clearance at the custom-house. It is not probable it gives the full amount of cargo. The invoice of ammunition I first sent was correct, so far as the shipment of one house was concerned.

It appears, from the printed slip I herewith enclose, that my suspicions are verified, and she carries a large number of rifles.

It also appears from the same authority that the *Fingal* has been sold to a Liverpool house—Fraser, Trenholm & Co. If this be so, she is in reality a Confederate ship, and will change her papers on arriving at some port in the rebel States and then turn pirate.

The last mail brings us the unpleasant intelligence that the steamer *Bermuda* has got into Savannah with a full cargo of powder, etc., for the rebels. Trusting that we shall not have to bear the mortification of hearing that a similar success has attended the *Fingal* also,

I have the honor to be, your obedient servant,

F. H. MORSE,
Consul.

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

[Subenclosure.]

GREENOCK, *October 12, [1861]*—1 p. m.

In re Bulloch & Co.

SIR: I have succeeded (with considerable maneuvering) in ascertaining particulars of the *Fingal's* cargo from an official source here. It comprises, viz, 410 boxes, 73 barrels, 236 casks, 1,091 cases, 1 trunk.

11,310 rifles, value	£42,000
60 pistols	210
24,100 pounds gunpowder	805
409,000 cartridges	1,195
550,000 percussion caps	162
Apparel	600
Apothecaries' wares	80
500 sabers	350
Wrought leather	200
4 pieces of ordnance, 12½ tons	300
1½ tons of lead shot	35
7 tons of shells	927
230 swords	230
9,982 yards blanket	1,240
Total value cargo	48,334

I am, sir, yours, respectfully,

ED. BRENNAN.

J. PALLAKY, Esq.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, authorizing the appointment of midshipmen as acting masters.

NAVY DEPARTMENT, *November 7, 1861.*

SIR: It is the desire of the Department that all of the present graduated midshipmen, nineteen in number, should receive appointments as acting masters. A number of them have already received appointments direct from the Department.

You are authorized to give acting appointments to such of these midshipmen who have not received them in the squadron under your command, taking care to distribute them so that there will not be more than one on board each vessel.

The pay of these officers, under a recent act of Congress, will be the same as warranted masters.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Captain Purviance, U. S. Navy, commanding the U. S. frigate St. Lawrence, regarding the capture of the British schooner Fanny Lee.

U. S. FRIGATE ST. LAWRENCE,
Off' St. Simon's Island, November 7, 1861.

SIR: I yesterday captured the English schooner *Fanny Lee*, commanded by J. G. Pritzinger, belonging to Nassau, New Providence.

She was a few hours out from Darien, Ga., with a cargo of rice and tobacco, bound to Nassau.

I have sent her to Philadelphia under charge of Acting Master J. W. Bogert.

Agreeably to article 7 of an act for the better government of the Navy of the United States, I transmit to the Department a complete list of the officers and men entitled to a share of the capture.

The officers and crew are all well.

Very respectfully, your obedient servant,

H. Y. PURVIANCE,
Captain.

Hon. GIDEON WELLES,
Secretary of Navy.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Haggerty, U. S. Navy, commanding U. S. ship Vandalia, regarding that vessel.

FLAGSHIP WABASH,
Port Royal Harbor, November 7, 1861.

SIR: The *Isaac Smith* will go alongside of you in the morning. Please deliver to her your six VIII-inch guns.

You will then get ready to go to Philadelphia, in accordance with the promise I made your crew, and you will use all dispatch in refitting your ship and returning to this port.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Commander F. S. HAGGERTY,
U. S. Ship *Vandalia*.

The above order is so far revoked that you will go to New York instead of Philadelphia.

Respectfully,

S. F. DU PONT,
Flag-Officer.

Report of Assistant Boutelle, U. S. Coast Survey, regarding a reconnoissance in the Beaufort River.

VIXEN,
November 7, 1861—7 p. m.

COMMODORE: We have returned from the reconnoissance with General Sherman. Under the authority you gave me this morning I desired Captain Ammen to take us up Beaufort River and to Skull Creek in the *Seneca*. We went about 2 miles up Beaufort River, and returning went over to Skull Creek, or the inland passage to Savannah. No rebel batteries or vessels were seen, and the coast seems entirely clear. Tomorrow I hope to get down a few buoys on the shoals in the harbor.

Respectfully,

CHARLES O. BOUTELLE,
Assistant, Coast Survey.

Flag-Officer S. F. DU PONT, U. S. Navy,
Flagship *Wabash*.

P. S.—I return your papers which General Sherman left on board here.

O. O. B.

Letter from the Secretary of State to the Secretary of the Navy transmitting a request regarding the British vessel Palinurus, chartered previous to the declaration of blockade.

DEPARTMENT OF STATE,
Washington, November 7, 1861.

SIR: I have the honor to invite your attention to the enclosed copy of a note of yesterday, addressed to this Department by Lord Lyons. It has reference to the case of the British vessel *Palinurus*, now on her passage from Calcutta to Charleston.

I have to request that instructions may be given to the officer commanding the blockading squadron off Charleston not to capture that vessel unless she shall attempt to run the blockade after having been warned of its existence.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

WASHINGTON, November 6, 1861.

SIR: Mr. James P. Allen, of Belfast, in Ireland, has represented to her Majesty's principal secretary of state for foreign affairs that a vessel of his, the *Palinurus*, is now on her passage from Calcutta to Charleston, having been chartered previous to the arrival at the former place of intelligence of the declaration of blockade. Immediately upon the arrival of that intelligence, the master endeavored to be released from the charter, or at least to obtain permission to go to another port. But this the charterers refused, being apparently under the conviction that the vessel would not be liable to seizure until after she had been individually warned off. They insisted that she should, in the first instance, call off Charleston for orders, and then, if she should find a blockade in force there, that she should go on to New York. It would seem to be hard that this vessel should be held liable to capture when there is no desire nor intention on the part of the owners or master to attempt to run the blockade, or to evade in any way the regulations of the United States Government. I am accordingly instructed by her Majesty's secretary of state to communicate these circumstances to the Government of the United States and to express a hope that such directions may be given as will prevent any risk of the *Palinurus* being captured.

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

LYONS.

Hon. WILLIAM H. SEWARD.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the British vessel Palinurus.

NAVY DEPARTMENT, November 8, 1861.

SIR: The honorable Secretary of State, on application of the British minister, requests that instructions be given to the officers commanding the blockading squadron off Charleston not to capture the British vessel *Palinurus* unless she shall attempt to run the blockading squadron

after having been warned of its existence, said vessel having, it is alleged, been chartered in Calcutta for Charleston prior to the receipt of intelligence of the blockade.

In pursuance of this request from the State Department, the *Palinurus* will not be captured by any vessel under your command unless she attempts to run the blockade after having been warned of its existence.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Hampton Roads.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. *Augusta*, to proceed to the blockade of Savannah, Ga.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 8, 1861.

SIR: On receipt of this order you will please proceed off Savannah, Ga., to assume the blockade of that port, and you will report yourself to the senior officer, if there.

The accompanying documents are for your consideration.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander E. G. PARROTT,
U. S. S. *Augusta*, Port Royal Harbor, S. C.

Report of Flag-Officer Du Pont, U. S. Navy, regarding orders issued to Lieutenant Wyman and Commander Drayton, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, November 9, 1861.

SIR: I have the honor to report that, at the request of Lieutenant-Commanding R. H. Wyman, of the U. S. S. *Pawnee*, and on the recommendation of Surgeon Gunnell, I have relieved Lieutenant-Commanding Wyman from duty, ordering him to take passage in the U. S. S. *Bienville* for Hampton Roads, and to report himself to the Department by letter.

I beg further to report that I have detached Commander Drayton from the U. S. S. *Pocahontas*, and ordered him to assume the command of the U. S. S. *Pawnee*.

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

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Ringgold, U. S. Navy, to return to the blockade of Georgetown, S. C.

FLAGSHIP WABASH,
Port Royal, November 9, 1861.

SIR: As soon as you have delivered the remainder of the marines, I will thank you to resume with the least delay possible the blockade of Georgetown, S. C.

Your first lieutenant states that you will want water. I will dispatch you a supply.

Very respectfully,

S. F. DU PONT,
Flag-Officer, etc.

Captain CADWALADER RINGGOLD,
Commanding Sabine, off Bar of Port Royal, S. C.

Letter from Flag-Officer Du Pont, U. S. Navy, to the secretary of the Light-House Board, regarding aids to navigation needed in Port Royal Harbor.

FLAGSHIP WABASH,
Off Hilton Head, Port Royal Harbor, November 9, 1861.

SIR: I have the pleasure to inform the Light-House Board, through you, of the entire possession of roads and harbor of Port Royal and the mouth of Port Royal River, Broad River, and Ochechessee by the forces of the squadron.

This sheet of water is beyond description grand and capacious, but it will require all the aids to navigation which the intelligence of the board may deem necessary.

To assist the board in its investigations, I respectfully submit the following:

1. A light-ship for Martin's Industry, and to mark the entrance to this bay.
2. Fifteen first-class buoys to mark the entering channels, which are three in number.
3. Ten second-class buoys to mark the points of shoals inside this bay.
4. Ten spar buoys for river and creek marks.
5. A buoy tender.

A tug to be used by a chief pilot, with four pilots attached to her, would be of the highest service also. The tug should have steam power enough to bring large vessels in.

I am dispatching to-day a gunboat expedition up to Beaufort, to recover the two light vessels which I am told are there. As the distance is only about 14 miles, I think the expedition will be back before this letter leaves. The light vessel should have a wire boarding net as a precaution.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander THORNTON A. JENKINS, U. S. Navy,
Secretary to Light-House Board, Washington.

P. S.—P. m., Lieutenant Commanding Ammen has returned from Beaufort, which is deserted; the light vessels were burned.

Respectfully,

S. F. DU P.

Occupation of Beaufort, S. C., by Federal naval forces, November 9, 1861.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, November 9, 1861.

SIR: Since writing my official dispatch I have sent gunboats to take possession of Beaufort to protect the inhabitants, but I regret to say they have fled and the town is abandoned to the negroes, represented to me as in a lawless condition.

The light vessels, which I hoped to save, were destroyed on the desertion of the forts by the rebels.

The post-office was visited and a number of documents and letters obtained.

I have covered Skull Creek, mouth of Broad River, and have cut off this communication between Charleston and Savannah.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

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

Report of Flag-Officer Du Pont, U. S. Navy, transmitting reports of officers.

FLAGSHIP WABASH,
Port Royal Harbor, November 12, 1861.

SIR: I beg leave to enclose to the Department the reports of Lieutenant Commanding Ammen and Lieutenant Sproston, which I trust will be found interesting. Also the report of Lieutenant Commanding Collins, and a copy of my instructions to him in relation to the investment of Beaufort.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Lieutenant Ammen, U. S. Navy, commanding U. S. S. Seneca.

U. S. GUNBOAT SENECA,
Hilton Head, November 9, 1861.

SIR: I have the honor to report that in obedience to your order of this morning I left Hilton Head at noon, accompanied by Lieutenant Commanding Bankhead in the *Pembina* and Lieutenant Commanding Watmough in the *Ourlaw*.

We proceeded up Beaufort River prepared for action, but found the banks deserted except by squads of negroes, who appeared to regard us with curiosity and fear.

On reaching the upper end of a small marsh island within half a mile of Beaufort we observed the hasty departure of many persons, and not seeing the light-boats, which was the principal object of the expedition, I sent Lieutenant Sproston on shore with a flag of truce to communicate with the authorities, if any could be found, and to assure the inhabitants that all persons who were not in arms would be respected.

Lieutenant Sproston, whose report is appended, returned with a Mr. Allen, who appeared overcome with fear or drink. After stating to him the assurances which you directed me to give peaceable inhabitants, I sent him on shore and directed the return of this ship to your anchorage.

Coming down, we were boarded by a boat's crew of negroes, who stated that many of them had been shot by their masters. I informed them that we had not come for the purpose of taking them from their masters, nor of making them continue in a state of slavery; that they were free to go to Beaufort or to Hilton Head.

They said they would go to Beaufort to make some arrangements, and thought that all of the blacks would come in to avoid being murdered.

Not knowing the channel way, we grounded at the upper end of the marsh island within half a mile of Beaufort, and got off after an hour's delay and with the assistance of Lieutenant Commanding Watmough, of the *Curlaw*.

In the meantime the *Pembina*, in endeavoring to turn the lower end of the same island, in order to come around the main channel way, grounded also, and the tide falling, she could not be got off during this tide. I therefore directed the *Curlaw*, Lieutenant Commanding Watmough, to remain by her and aid in getting her off at next high tide.

Very respectfully, your obedient servant,

DANL. AMMEN,
Lieutenant, Commanding Seneca.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. SENECA, *Beaufort, S. C.*, —.

SIR: In obedience to your orders I landed in the town of Beaufort and found the place deserted by every inhabitant with the exception of two, one of whom I was conducted to by the negroes, who were rejoiced to see me, crowding around in large numbers and cheering the flag. They told me that their masters had been firing at them and driving them back in the woods to prevent their communicating with the United States forces, and I judged from their manner that they would commit any act of retaliation that opportunity offered. They also stated that the forces formerly occupying Phillips [Island] fortifications, with the Beaufort Artillery, had retired to Port Royal Ferry, 10 miles distant from the town.

Mr. Allen, an old inhabitant of the place, but Northern by birth, met me at the entrance of his store, much agitated and holding a flag of truce in his hand. He said, and I witnessed its corroboration, that the negroes were perfectly wild, breaking into every building and destroying or carrying off all portable property, and that the light-boats had been burned immediately after the surrender of the batteries.

Mr. Wilcox, another resident of the place, was said to be in the town, but I did not find him, so brought Mr. Allen on board.

An intelligent mulatto boy dismounted from a horse he was riding and coming toward me said, "The whole county have left, sir, and all the soldiers gone to Port Royal Ferry; they did not think that you could do it, sir."

On close enquiry, I judged that there must be at Port Royal Ferry at this time, or the time of the negro's departure from there this morning, about a thousand troops and the Beaufort Artillery.

Very respectfully, your obedient servant,

J. GLENDY SPROSTON,
Lieutenant.

Lieutenant D. AMMEN, U. S. Navy,
Commanding U. S. Gunboat Seneca.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Collins, U. S. Navy, to assume command of the station.

FLAGSHIP WABASH,
Port Royal Harbor, November 10, 1861.

SIR: It has been reported to me by Lieutenant Commanding Ammen that on taking possession of the town of Beaufort under my order of the 8th instant, he found that most of the white inhabitants had abandoned the town and that the negroes were committing excesses and destroying private property.

You will proceed with the most convenient dispatch in the gunboat *Unadilla*, under your command, to Beaufort, where you will find the gunboat *Pembina* (Lieutenant Commanding Bankhead) and the gunboat *Ourlow* (Lieutenant Commanding Watmough), and assume the command of the station.

You will employ your force in suppressing any excesses on the part of the negroes, and you will take pains to assure the white inhabitants that there is no intention to disturb them in the exercise of their private rights or in the enjoyment of their private property.

Acting on this principle of conduct, you will pursue any other measures that tend to create confidence; to bring back the people to their houses, and to reestablish order.

You will please send Lieutenant Commanding Watmough to report to me to-morrow morning, in person, upon the actual state of things and upon the steps you may have found it expedient to take.

Any information you may have it in your power to collect concerning the state of the surrounding country will be valuable.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron
Lieutenant Commanding NAPOLEON COLLINS, U. S. Navy,
U. S. Gunboat Unadilla, Port Royal Harbor.

Report of Lieutenant Collins, U. S. Navy, regarding affairs in general at Beaufort, S. C.

U. S. S. UNADILLA,
Beaufort, S. C., November 11, 1861.

SIR: Since the departure of the *Seneca* from this place the pillage has nearly ceased, owing to the judicious measures instituted by Lieutenants Commanding Bankhead and Watmough.

Upon my arrival here I visited the arsenal and found therein apparatus belonging to one of the United States light-houses; also a quantity of powder, which I send by the *Ourlow*.

I have heard of some Government channel buoys not far from here, which I expect to secure to-day.

I do not consider the information derived from the negroes at all reliable, and, notwithstanding their subserviency; I think they are quite as likely to act in behalf of the rebels as the United States.

The force at Port Royal Ferry is variously represented to be from 3,000 to 10,000. All accounts agree in stating that a large force is collecting there.

Yesterday Lieutenant Commanding Bankhead saw at a distance two white men on horseback, whom he supposed to be scouts. They were riding very fast.

At 2:30 o'clock this morning, during a dense fog, from six to eight musket shots were fired from the shore immediately below the town. The balls were heard passing over the two other gunboats.

Captain Bankhead supposes they were fired by rebel scouts.

He was informed yesterday that it was the intention of the owners of houses here to send persons in to burn them.

As Mr. Luce returns to-day, leaving us without anyone having knowledge of the river, I respectfully request that a pilot may be ordered here.

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

N. COLLINS,

Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

[Enclosure.]

Notice put up by Captain Bankhead on the principal house in Beaufort.

Every effort has been made by us to prevent the negroes from plundering their masters' houses. Had the owners remained and taken care of their property and negroes, it would not have occurred. I only trust that we will not be accused of the vandalism.

AN AMERICAN NAVY OFFICER.

Report of Commander Sartori, U. S. Navy, commanding U. S. S. Flag, regarding the impaired condition of the boiler of that vessel.

U. S. S. FLAG,

Off Charleston Bar, November 10, 1861.

SIR: Since my report to you of the 8th instant the boiler of this vessel has rapidly approached a point wherein it is deemed almost useless. The report of the engineers of the vessel and those of the *Alabama*, whom I have ordered upon a survey, I herewith enclose, and I trust will fully show the necessity for prompt action in the matter. As I am situated I can do next to nothing in case of being attacked by an enemy under steam, and still worse if caught at my anchorage by a southeast gale, which at this season may occur at any moment. It would be impossible for me to claw off, and no ground tackling would hold me in safety through the heavy sea such a gale brings with it. Under all these circumstances I deem it my duty to send the *Alabama* to you with this information and for your orders upon the subject, being impressed with the serious responsibility now devolving upon me.

I am, very respectfully, your obedient servant,

L. O. SARTORI,

Commander.

Flag-Officer S. F. DU PONT.

Report of Commander Rodgers, U. S. Navy, regarding the pressing need for a new boiler in the U. S. S. Flag.

U. S. S. FLAG,
Off' Charleston Bar, November 10, 1861.

DEAR SIR: I have this moment joined the *Flag*. I found that the bottom of her boiler had dropped out to-day and that it is now supported by slips of wood. She is, I hear, one of the most efficient vessels as a blockader of any of those which have been purchased.

I can not now afford even to wish to go North, but may I suggest that a boiler be immediately made for her? Raney & Neafy, Philadelphia, made her present ones.

Very respectfully, your obedient servant,

JOHN RODGERS,
Commander.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, for the temporary assignment of the U. S. S. Alabama to duty at Georgetown, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, November 11, 1861.

SIR: On the receipt of this, dispatch the U. S. S. *Alabama* to the blockade of Georgetown until the *Sabine* arrives, the *Sabine* having been detained here for the want of a supply of water.

As soon as the *Sabine* arrives off Georgetown, the *Alabama* will return to your command for further orders.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Captain J. L. LARDNER, U. S. Navy,
U. S. S. Susquehanna, off' Charleston.

Report of Commander Lanier, U. S. Navy, commanding U. S. S. Alabama, regarding the need of coal for that vessel.

U. S. S. ALABAMA,
Off' Charleston Bar, November 11, 1861.

SIR: In obedience to your orders of the 25th ultimo, I proceeded to this place, where I arrived on the evening of the 27th ultimo, and have since that time been employed on the blockade.

In consequence of the crippled state of the *Flag*, I have necessarily had to be underway more or less every day, and will be still more so now, as I am the only vessel left here. I have on hand now coal for six full days' steaming (say 140 tons), which I will economize as much as possible.

I would therefore respectfully request from you an order that will enable me to proceed to some place for coal, when I shall be reduced to but two days' supply, as it would be almost impossible to coal from a vessel alongside in consequence of the heavy swells and from having no barge adequate to the purpose.

I herewith enclose a copy of a letter addressed by me to Commander Sartori on the 5th instant, which will explain itself. He directed me to put on board the bark* an officer and a prize crew of 7 men. Commander Sartori then ordered her to Hampton Roads. The Spanish crew of 14 men was divided between the *Flag* and *Alabama*; the captain remained on board.

I am happy to congratulate you on the glorious event of having carried the war into Africa.

I am, respectfully, your obedient servant,

E. LANIER,
Commander.

Flag-Officer S. F. DU PONT, U. S. Navy,
Flagship Wabash.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, forwarding information regarding the loading of railroad supplies for the Confederates.

NAVY DEPARTMENT, November 11, 1861.

SIR: I enclose herewith, for your information, a copy of a communication from Mr. George D. Morgan, by which you will see that the bark *J. A. Hazard* is loading with a large quantity of locomotive tires, the ultimate destination of which is supposed to be the States in insurrection.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

NEW YORK, November 9, 1861.

DEAR SIR: The bark *J. A. Hazard* is now loading at this port for Matanzas with a large amount of locomotive tires, twice as much as they can use in Cuba for a year. The railroads at the South can not run long without this article and this is the way they get it.

Very truly, yours,

GEO. D. MORGAN.

Hon. G. V. FOX,
Assistant Secretary of Navy.

Letter from Flag-Officer Du Pont, U. S. Navy, to the Assistant Secretary of the Navy, regarding floating machine shops.

FLAGSHIP WABASH,
Port Royal, November 12, 1861.

DEAR SIR: I have just remembered that during the Crimean and China wars by England and France vessels fitted up as machine shops were used with remarkable advantage, and gunboats and large steamers were always undergoing repairs.

* See Series I, vol. 6, pp. 384-389, 441, regarding the seizure of the Spanish bark *Providenota*.

The French floating machine shop I was on board of in Hongkong, and she was fitted precisely as a shop on shore would have been, with shafting and gearing, etc.

I have addressed this to you instead of Mr. Welles as being more in your line.

In haste and with great respect, yours, faithfully,
S. F. DU PONT,
Flag-Officer.

G. V. FOX,
Assistant Secretary Navy.

[Telegram.]

BALTIMORE, November 12, 1861.

The *Belvidere* is still here; the tugs *Commodore Perry* and *Ethan Allen*, which returned from the expedition to Port Royal, are both here. Are these the tugs you wish the *Belvidere* to take in tow? She will wait your order.

JOHN A. DIX.

G. V. FOX.

Report of Commander Goldsborough, U. S. Navy, commanding U. S. S. Florida, explaining the cause of delay in reaching Port Royal, S. C.

U. S. S. FLORIDA,
Port Royal, November 13, 1861.

FLAG-OFFICER: I take great pleasure in reporting my arrival at this place, and enclosed correspondence relative to the unfortunate accident sustained by our machinery in the gale on the night of Friday, the 1st instant, which compelled me to separate from the fleet and resort to the painful necessity of returning into port.

The following morning, the wind being fresh from the southward and westward and continuing to blow from that quarter for several days, I was enabled, with the aid of my sails and steam (after adopting the only available means on board to secure my pipe), to reach the navy yard at Philadelphia on Tuesday, the 5th instant, where, owing to the promptness, activity, and energy of Commander Thomas Turner, Chief Engineer Danby, and Naval Constructor Hoover, a new pipe was put in, damage repaired, and ready to sail on Saturday, the 9th instant, which I did.

I am, very respectfully, etc., your obedient servant,
J. R. GOLDSBOROUGH,
Commander, U. S. Navy.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from the Superintendent, U. S. Coast Survey, to the Assistant Secretary of the Navy, requesting the fitting of the schooner Caswell for service in Southern waters.

PHILADELPHIA, November 13, 1861.

SIR: Captain Du Pont, of the Southern Blockading Squadron, having called for the services of another Coast-Survey vessel, I have ordered the schooner *Caswell* to be got ready immediately. She is now lying at Peekskill, N. Y. Will you please send telegraphic order to the com-

mandant of the navy yard, Brooklyn, to suitably arm and supply her with ammunition when she shall report at said yard?

Very respectfully, yours,

A. D. BACHE,
Superintendent U. S. Coast Survey.

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

Report of Lieutenant Stevens, U. S. Navy, commanding U. S. S. Ottawa, regarding affairs in and about Skull Creek.

U. S. GUNBOAT OTTAWA,
Skull Creek, November 14, 1861.

SIR: From observations and diligent enquiry, I have satisfied myself that, should a move in that direction be desirable, the way to Bluffton is unobstructed, both in regard to the preparations of the enemy, who have fallen back to Hardeeville, a distance of 15 or 20 miles, and water, of which there is sufficient for vessels drawing 9 or 10 feet. On Tuesday evening I signaled to the flagship for another vessel, naming the *Curlew* as one suitable for the purpose, with the intention of making an extended reconnoissance in that direction, but, as no vessel was sent, I presume my signals were not intelligible, owing to the distance, and I have therefore confined my operations to sounding in the boats. The *Ottawa* is at present anchored about 3 miles from the outlet of Skull Creek; my reconnoissances have extended in boats about 4 miles farther.

I have taken possession of a sloop of about 60 tons, which is nearly high and dry upon the land, but can easily be hauled off. Preparatory to this she will require calking; before doing anything further, I shall await in this respect your instructions.

Believing that the enemy, after recovering from this panic, will take the aggressive, I would respectfully suggest that another vessel be sent to cruise in company with this vessel to render assistance in the event of grounding in an unknown channel and to give such other support as may be needed.

As the *Ottawa* requires extensive repairs, I have to request, when her services can be spared from active duties, the assistance of the carpenters of the squadron to put her in efficient condition for any service. Enclosed please receive the communication of Mr. [William W.] Dungan, the chief engineer of this vessel, in regard to the condition of her port boiler.

Respectfully, your obedient servant,

T. H. STEVENS,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Lieutenant Budd, U. S. Navy, commanding U. S. S. Penguin, to proceed to duty on the blockade of Georgetown, S. C.

FLAGSHIP WABASII,
Port Royal Harbor, S. C., November 14, 1861.

SIR: You will proceed with the *Penguin* under your command and blockade the harbor of Georgetown, S. C.

Captain Ringgold, of the *Sabine*, is senior officer, and you will report accordingly on his arrival there; for I presume you will be in advance of him.

Enclosed is a memorandum of vessels suspected of intending to run the blockade, which you will deliver to Captain Ringgold, previously taking a copy of the same for your own use. Also, copy of a note from the Acting Secretary of State, F. W. Seward, to the Secretary of the Navy.

You will stop off Charleston and communicate with Captain Lardner, of the *Susquehanna*, delivering the papers addressed to him and informing him of your destination.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Acting Lieutenant Commanding T. A. BUDD,
U. S. S. Penguin, Port Royal Harbor, S. C.

P. S.—Letter just received from Captain Lardner; report to him to [Remainder of this letter missing, but see letter from Du Pont to Ringgold, November 24.]

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Missroon, U. S. Navy, commanding U. S. ship Savannah, regarding measures for insuring the efficiency of the blockade of Savannah, Ga.

FLAGSHIP WABASH,
Port Royal Harbor, November 14, 1861.

SIR: I have detailed the U. S. S. *Florida*, Commander J. R. Goldsborough, for blockading service off the port of Savannah.

He will deliver to you the memorandum of all the vessels suspected of an intention to run the blockade, and also a copy of a letter from the Acting Secretary of State, F. W. Seward, to the Secretary of the Navy.

Will you have the goodness to furnish the commanders of vessels under your charge with copies of the same, and dispose of these vessels in the manner you deem best to promote the efficiency of the blockade?

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander J. S. MISSROON,
U. S. Ship Savannah, off Savannah.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, commanding U. S. S. Florida, to proceed to the Savannah blockade.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 14, 1861.

SIR: On receipt of this order you will please proceed off Savannah and report yourself to Commander Missroon, of the U. S. ship *Savannah*, for blockading duty.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander J. R. GOLDSBOROUGH,
U. S. S. Florida, Port Royal Harbor, S. C.

Letter from C. H. Welles, jr., to the Secretary of the Navy, recommending the harbor of Brunswick, Ga., as a desirable point for landing a naval expedition.

ATHENS, PA., November 15, 1861.

My intimate acquaintance with the harbor of Brunswick, in Georgia, induces me to call your attention to the point as the best for the landing of a naval expedition and army troops on the Southern coast. The harbor is perfectly landlocked, large enough to float the navies of Europe; water on bar, as shown by Coast Survey, sufficient to float any naval frigate; water in harbor ample depth, harbor perfectly protected; location as healthy as any on the coast, or more so. Railroad fully completed and in running order, connecting it with Savannah and Thomasville, Ga., by its connection with the Atlantic and Gulf Road, leading from Savannah southwest to Thomasville, which is only about 20 miles from Tallahassee, from which there is a railroad to the Gulf. These connections make it really one of the very best points for a large military camp on the Southern coast.

The entrance to the harbor is between St. Simon's and Jekyll Island. From Savannah and Charleston there is an inside navigable route of 6 feet water to and past this place, St. Mary's, and Fernandina, Fla. Thomasville is a very large cotton exporting town.

I would urge upon your favorable notice this most important and most desirable point for landing a large force. St. Simon's Island, residence of T. Butler King, produces the finest long staple cotton in the world, and vast rice fields abound on the Altamaha and Saltillo [Satilla] rivers, on the north and south of the harbor. Congress established a naval station here and purchased site for it; hence the records of the Department and Coast Survey will explain all.

My partner, Mr. H. S. Welles, or myself will cheerfully volunteer our services under your orders at any moment with the expedition, or to visit Washington to give such information as we possess.

Yours, truly,

U. H. WELLES, JR.

HON. GIDEON WELLES,
Secretary of the Navy.

Capture by the U. S. ship Dale of the British schooner Mabel, November 15, 1861.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. O., November 18, 1861.

SIR: I have the honor to report that Commander E. M. Yard, of the U. S. S[hip] *Dale*, captured the British schooner *Mabel* on the evening of the 15th instant, in latitude $31^{\circ} 10' N.$ and longitude $80^{\circ} 52' 30'' W.$, and brought her into this harbor.

She purported to be from Havana and bound for New York, but at the time of her capture was heading for St. Catherine's Sound.

Her cargo consists of 7 bales blankets, 4 cases cloth, 2 cases saddles and bridles, 3 boxes starch, 25 boxes tin, 120 bags coffee, 20 barrels potatoes, 350 pigs lead, 30 bags shot, 1 box shoes, 6 bags arrowroot, 1 case pistols (revolvers), and 2 cases cavalry swords.

The *Mabel* was formerly named the *John W. Anderson*, of Baltimore, as appears by the certificate of registry given at Nassau, New Provi-

dence, found among her papers. She had no clearance from the port of Havana.

The character of her cargo, part of it being contraband, and her position as above given seem to be strong presumptive evidence of her intention to run the blockade.

I have therefore sent her to Philadelphia in charge of Master's Mate Levi Lane, of the U. S. S[hip] *Dale*, and seven men of that ship for adjudication.

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

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commander Yard, U. S. Navy, commanding U. S. ship *Dale*.

U. S. SHIP *DALE*,

Off' St. Simon's Sound, November 15, 1861.

SIR: I respectfully inform you that at 4 p. m. I discovered a schooner bearing to the eastward and standing N. N. W. I made sail in chase, and at 6:30 brought to and boarded the British schooner *Mabel* from Havana and bound for New York. She is now of Nassau, New Providence, and was formerly the schooner *John W. Anderson*, of Baltimore.

Her cargo consists of coffee, tin, saddles and bridles, blankets, shoes, etc., and 20 barrels potatoes.

The second mate, Mr. F. P. Eagle, informs me that the vessel had sailed from Savannah in October last (he believed the 2d), and has since been sold in Nassau.

The character of the cargo, part of which being contraband, her position, namely, latitude 31° 10' N., longitude 80° 52' 30' W., and heading for St. Catherine's Sound, induces me to believe that instead of being bound for New York she was destined for some port in the Southern States.

I have therefore thought proper to send her to you for your decision in the case.

She has a crew of 10 men, and not having myself a crew to spare sufficient to guard against her recapture, I have thought proper to avail myself of a fair wind to see her safely off Port Royal.

The U. S. frigate *St. Lawrence* was in sight at sunset, and her proximity to the ports of Fernandina and St. Simon's well enables her to blockade both until another vessel may be sent.

I have also to state that our water is nearly out, and the ship could not remain out more than eight or ten days longer, and for other cogent reasons I have to request that I may come into port.

If I am to return to my station I have to request that the prize officers and crew may be returned to me, as the prize master, Mr. William Ottiwell, is my senior watch officer, leaving now on board only two.

I will await your further orders outside the bar. I enclose herewith also the papers of the vessel.

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

EDWD. M. YARD,

Commander.

Flag-Officer S. F. DU PONT,

Comdy. Blockading Squadron Southern Coast, Port Royal, S. C.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, forwarding information obtained from intercepted letters.

NAVY DEPARTMENT, *November 16, 1861.*

SIR: The Department has been placed in possession of letters intercepted from the mail bag of the *Theodora* (carrying Mason and Slidell), from which the following information is gathered:

1st. That correspondence from Liverpool for parties in Charleston can be sent "under cover to F. A. Sauvalle, Havana, as there is plenty of communication between that port and the coast of Florida."

2d. That a Mr. Wagner, of the firm of Fraser, Trenholm & Co., of Liverpool, now in Charleston (October 3), reported that "a steamer would leave Liverpool for some port in the Confederate States shortly;" and

3d. "Vessels drawing 7 to 8 feet of water can go inland to North Edisto, Port Royal, and South Edisto rivers, and go to sea from them. In fact, they can go inland all the way to Fernandina, Fla., and select which harbor is best to go out of."

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Squadron, Hampton Roads.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the condition of the U. S. S. Curlew, advising that she be returned to her owners.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 16, 1861.

SIR: I have the honor to inform the Department that the damaged condition of the *Curlew's* engine, the impossibility of making repairs here, and the unsuitableness of the vessel for the public service on account of her liability to derangement in her machinery, have decided me to send her to New York, and to recommend that she be returned to the owners according to the term of the contract.

I should esteem it a favor if Lieutenant Commanding Watmough, of the *Curlew*, is assigned to some other vessel and ordered to join my command. I should be most sorry to lose the services of such a valuable officer.

Very respectfully, your most obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Lieutenant Watmough, U. S. Navy, to proceed to New York in command of the U. S. S. Curlew.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 16, 1861.

SIR: You will proceed at once with the *Curlew* to New York and

forward the enclosed dispatches to the Department, reporting your arrival to the Secretary of the Navy by letter or in person.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Actg. Lieut. Comdg. P. G. WATMOUGH, U. S. Navy,
U. S. S. Curlew.

N. B.—The above dispatches put in the mail bag of the *Baltic*.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding steps taken by the Department to add to the efficiency of the squadron.

NAVY DEPARTMENT, November 16, 1861.

SIR: The buoys for Port Royal will be sent down by the *Bienville*. The Minot's Ledge light-boat is preparing at Boston and will be towed down at the earliest moment. Two pilot boats have been ordered to be purchased and dispatched to you. Two houses, similar to the shops at Fortress Monroe, are building, and when ready will go with the machinist for the purpose of affording minor repairs to the engines at two points on the coast under your command.

Several of the tugs are at Baltimore undergoing repairs. Attempts were made to tow them from Hampton Roads, but they were driven back by the gale. The Department feels confident of getting them to Port Royal by towing them empty.

Twenty-five old whaling vessels will leave Connecticut and Rhode Island about the 20th instant loaded with stone; they are to be delivered off Savannah under contract, a copy of which Mr. Morgan has been requested to send you. Twenty more similar vessels are being bought for Charleston, but will not sail until the Department hears from you.

Arrangements will soon be made to run a steamer up and down the Atlantic coast in addition to the *Connecticut* and *Rhode Island*.

The propeller *Flambeau*, Lieutenant Commanding William G. Temple, has been sent to the Bahamas and Nassau to endeavor to interdict the rebel vessels which start from those points for the United States coasts.

The propeller *Henry Andrew*, Acting Master S. W. Mather, and the bark *Roebuck*, Acting Volunteer Lieutenant G. A. Trundy, are under orders to join your squadron.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Blockading instructions from Commander Misssroon, U. S. Navy, to Commander Goldshorouah, U. S. Navy, commanding U. S. S. Florida.

The *Augusta's* position will be to the southward and westward of Tybee, and will extend to Wassaw Sound, both vessels having in view the port of Savannah especially, which they are ordered here to blockade.

They will keep as close in shore as may be with safety to themselves, and each will regulate her movements by the other, in some degree, so as to always have one approaching this ship, while the other may be departing from her. By this arrangement there will be one of the steamers at the command of the *Savannah*, from whose mastheads a longer range of vision is obtainable.

At night both vessels will keep inshore of this ship, and within signal distance, with a sharp lookout, under easy steam, or ready to move at the instant.

When approaching this ship at night they will show a light, which when answered by this ship from her deck, the *Florida* will flash a light (by covering and uncovering it) five times, and the *Augusta* six times, to avoid unnecessary preparation at quarters in this ship.

When this ship wishes to communicate with either vessel by day she will hoist the distinguishing pennant of the particular vessel, and then signalize. At night she will show a red light at the masthead and flash five times for the *Florida* to come within hail and six times for the *Augusta*.

Should she desire to communicate intelligence to either vessel without bringing her within hail the Coston signals will be used, applied to the day signal numbers of our signal book, followed by five flashes for the *Florida* and six for the *Augusta*. Should the signals be made to both vessels, no flashes will follow the Coston lights.

As a guide to steamers moving about at night, the *Savannah* will wear a white light at her peak. If signals are not noticed a gun will be fired.

Respectfully,

J. S. MISSROON,
Commanding U. S. Ship *Savannah*.

Commander J. R. GOLDSBOROUGH,
U. S. S. *Florida*, off *Savannah*, Ga.

Report of Flag-Officer Du Pont, U. S. Navy, regarding condition of affairs in Beaufort, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 17, 1861.

SIR: In a previous communication I informed the Department that on the day following the capture of the forts, I dispatched three gun-boats up Beaufort River to reconnoiter and recover, if possible, the light-boats, lenses, buoys, moorings, and other public property which the rebels had conveyed there.

The report of Lieutenant Commanding Ammen, my instructions to Lieutenant Commanding Collins, and this officer's report have been transmitted to the Department.

On Tuesday, the 12th instant, I went to Beaufort myself, inviting General Sherman to accompany me, and taking up the *Seneca* with the armed launches of this ship. The *Unadilla* and *Pembina* held possession of the river and town.

The latter was deserted. A few blacks were standing at the corners of the streets; their plunder and destruction had been arrested. The

impression produced by the sight of a city in perfect preservation and bearing all the signs of the most recent inhabitation, yet wanting the animation of ordinary life, was very striking.

The people left their property in such a state as to show that their precipitate flight was either the result of real terror or of a design to make it appear such.

They have so long asserted that we carry on the war without regard to the common humanities and courtesies of modern hostilities that some persons have probably become the dupes of their own misrepresentations, some are actually deceived, while those who take the lead in promoting these opinions are driven to the necessity of acting as if they were true.

A fear of the slaves is no doubt one of the chief troubles, and lies much deeper than even any apprehension of ourselves.

The deserted city and neighboring plantations exhibit a most melancholy example of weakness and dereliction from duty, the only excuse for which must be the well-founded dread of a servile insurrection.

I have held Beaufort long enough to give the inhabitants an opportunity to return to their homes, but since, in the opinion of General Sherman, it is not a strategic point, and the services of the squadron are, as you know, required elsewhere, I have determined to withdraw the vessels.

A flag of truce was sent to Port Royal Ferry (under my escort as far as Beaufort) by General Sherman on Thursday, the 14th instant.

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

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Letter from the Secretary of the Treasury to the Secretary of the Navy, requesting permission for Boston merchants to dispatch sailing vessels with supplies for the squadron.

TREASURY DEPARTMENT, *November 18, 1861.*

SIR: Referring to your letter of November 6 to this Department, in which you mention certain restrictions under which Messrs. Sprague, Soule & Co., and others, merchants, of Boston, may be allowed to send supplies to the blockading squadron, among others that the parties shall be required to use steamers, if possible, I have the honor to transmit herewith a letter from the above-named gentlemen, under date of the 15th instant, asking that they may be permitted to dispatch a sailing vessel instead of a steamer, to which request I ask your attention.

I am, very respectfully, your obedient servant,

S. P. CHASE,

Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Though this Department would prefer that this matter should be performed by steamers, yet there seems to be no objection to allowing it by sailing vessels.

[G. V. FOX.]

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, commanding U. S. S. Mohican, to cruise between Savannah, Ga., and Fernandina, Fla., for the interception of blockade runners.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 18, 1861.

SIR: You will proceed to sea to-morrow and cruise between Savannah and Fernandina for the general purposes of blockade, and for the special object of intercepting the vessels bound from Great Britain to Savannah (or some other Southern port), which are mentioned in the enclosed list. My information concerning these vessels is minute and reliable, their cargoes are very valuable, and consist principally of munitions of war, clothing, and medicines.

You will not anchor unless you find it expedient, but keep underway within sight of land, yet far enough off to command the view of an extended range of coast. You will communicate with the blockading vessels on this part of our station as opportunity may offer, to procure information; and you will read these orders to any senior or superior officer you may fall in with.

It being the object of your cruise to intercept vessels expected from sea, it will be desirable to avoid attracting notice from shore, and particularly to abstain from making any demonstration of your force.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
U. S. S. Mohican, Port Royal Harbor, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, commanding U. S. S. Seminole, to proceed on a reconnoissance to Beaufort, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 18, 1861.

SIR: You will please take a run up as far as Beaufort to-morrow morning, making a reconnoissance of the same.

You will be accompanied by Lieutenant Commanding Ammen in the *Seneca*, who, being familiar with the river, will lead, and Lieutenant Commanding Bankhead in *Pembina*.

Lieutenant Commanding Ammen has my instructions to bring back some Fresnel lenses now in the arsenal, which belong to the United States.

As a few days have elapsed since we were up, a certain amount of caution should be exercised before landing.

Stop all plundering by the transports or others. I am taking all the measures in my power to arrest this nefarious practice so disgraceful to our arms.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander J. P. GILLIS,
U. S. S. Seminole, Port Royal Harbor, S. C.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, urging cooperative measures for the prevention of plundering.

U. S. S. WABASH,
Port Royal, November 18, 1861.

MY DEAR GENERAL: You will regret to learn that desecration and plundering by persons in boats from the transports and coal vessels have been going on. Houses have been broken into on Paris Island and elsewhere and the furniture destroyed. In that of Dr. Meens the amusement seems to have been to fire through a fine piano with pistols.

You will, I am sure, be pleased to learn that I have taken measures to arrest this nefarious practice on the water, so disgraceful to our arms and so shocking to your sentiments and mine. In future no boat from the transports will be permitted to land on the river shores, except they have a pass from some officer authorized by you to give one. I shall be pleased to join you in any measure to prevent these practices that you may deem fitting and proper. This morning I visited all the ships of the squadron, and in a few remarks to the crews enjoined upon them a rigid abstinence in this matter.

I will not trouble you here with another matter, but will see you on the subject. The captains of the transports apply to me to suppress mutinies, etc., and to-day a large number of the *Great Republic's* men refused duty and resisted being confined, but I sent a lieutenant on board, when, after speaking to them, 23 submitted at once and were put in irons.

Hoping to get on shore to see you soon,
I am, my dear general, yours, most truly,

S. F. DU PONT,
Flag-Officer, etc.

Brigadier-General SHERMAN,
Commanding Military Forces, etc.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the prevention of plundering.

HEADQUARTERS E[XPEDITIONARY] C[ORPS],
Hilton Head; S. C., November 19, 1861.

COMMODORE: I thank you for the police regulation in the harbor to protect property from marauders. I have endeavored to my utmost to put a stop to these depredations, but the large number of vessels in the harbor has rendered it impossible for me to stop altogether the sending of boats to the shores of the different islands. Indeed, I have not the means of watching them. I think that your regulation will effectually stop the outrages we so much deplore.

I regret that you should have been troubled with the men on the *Great Republic*. Had the master of the vessel informed me of the facts it would have been attended to here. Your note was the first I had heard of it.

Very respectfully, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding, etc., Wabash.

Report of Commander Gillis, U. S. Navy, commanding U. S. S. Seminole, regarding a reconnoissance to Beaufort, S. C.

U. S. STEAM SLOOP SEMINOLE,
Beaufort, S. C., November 19, 1861.

SIR: In obedience to your order of last evening, we proceeded in this vessel, followed by the *Seneca*, Lieutenant Commanding Ammen, and the *Pembina*, Lieutenant Commanding Bankhead, up the river to Beaufort, anchored off the town, and at 1 o'clock p. m. landed with several armed boats, taking some marines to throw out as pickets around the approaches to the arsenal, whilst we searched for Government stores and munitions of war; destroyed two heavy gun carriages with slides and a number of iron trucks or wheels, bringing off a quantity of grape and shrapnel.

Lieutenant Commanding Ammen has the Fresnel lenses, by your direction.

Made a reconnoissance through and around the town, which is the abomination of desolation; gloom and sadness prevail. From what I can learn, the ravages were commenced by the retreating Confederates from Bay Point, and the negroes have completed the work. The stores are stripped of their contents and private dwellings are in the greatest disorder, furniture broken, beds ripped open and their feathers scattered; in some rooms eider down a foot or more in depth; books, valuable books, lying about in the yards and streets, torn and mutilated; in the houses all is disorder and destruction.

On our anchoring, but one negro was to be seen; after our landing the number of contrabands was estimated at 300; a troop of mounted men scoured the place this morning before our arrival and drove off quite a number of negroes; they shot two.

The following information was given me by an intelligent negro who acts as pilot in these waters: At Bluffton, a village of 400 inhabitants, on May River, about 12 miles from Hilton Head, there is a troop of 30 horsemen, a picket of observation.

At Hardeeville, on the Charleston and Savannah Railroad, 18 miles west of Bluffton and between there and Pocolaligo Railroad depot, 20 miles farther west, there are from 12,000 to 14,000 troops, some mounted, General Drayton and Major Lee in command; those from Hilton Head and Bay Point are there; their numbers daily increase; the lower class of whites are pressed into the service. People of wealth at and around Bluffton are burning their houses, barns, etc.; a Mr. Baynard, every building on his plantation. The navigation to Bluffton is represented as intricate and dangerous from shoals.

In the event of occupying Beaufort, there are two or three places on the river bank, high ground, below the town on which there is timber and thick undergrowth, which it would be desirable to have cleared.

Some of the Rhett's were in town the morning of our arrival; they left when we hove in sight.

November 20.—Eight white men were seen by the negroes this morning in the outskirts of Beaufort; troops are collecting in numbers at Garden's Corner, 9 miles from Beaufort and 3 from the ferry.

Respectfully, sir, your obedient servant,

JNO. P. GILLIS,
Commander.

Flag-Officer S. F. DU PONT, U. S. Navy,
Comdg. Southern Blockading Squadron, Port Royal Bay, S. C.

Letter from the First Assistant Postmaster-General to the Secretary of the Navy regarding the forwarding of mail matter to the United States forces in Beaufort and Port Royal, S. C.

POST-OFFICE DEPARTMENT, APPOINTMENT OFFICE,
November 19, 1861.

SIR: Enquiries are made at this Department as to the facilities to be afforded to the public for sending letters, etc., to our land and naval forces at Port Royal and Beaufort, S. C. I have instructed the postmaster of Philadelphia to send such letters to New York, to be forwarded from thence to their destination by United States vessels sailing from that port.

If no better plan suggests itself to your mind, will you be kind enough to direct commanders of vessels about to sail for Port Royal to inform the postmaster of New York of their days of sailing and ports of departure, so that he may make up bags of mail matter to be sent by them.

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

JOHN A. KASSON,

First Assistant Postmaster-General.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Lieutenant Watmough, U. S. Navy, commanding U. S. S. Curlaw, regarding the cruise of that vessel from Port Royal, S. C., to New York.

U. S. GUNBOAT CURLEW,
New York Harbor, November 21, 1861.

SIR: I have the honor to report to the Department my arrival at this port, having left Port Royal on the morning of the 18th instant in tow of the *Baltic*, under orders from Flag-Officer Du Pont to proceed direct to this port, in order that this vessel might reach home before the expiration of her sixty days' trial. An uninterrupted series of mishaps to flues of boilers and tubes of condenser, at times under critical circumstances, have demonstrated the unsuitableness of this vessel for a war vessel. On our first broadside on morning of 7th instant the condenser tubes gave way, flooding the condenser and necessitating almost the stoppage of engine to free it, whilst under fire of the two batteries; also preventing us from getting within reach of Tattnall's squadron, already on their flight. Two days afterwards three flues began to leak, and increased to such an extent whilst endeavoring to return to Beaufort, under orders from the flag-officer, that we were obliged to return and anchor to repair them. From that time until our departure for home we were repairing. The first day out the condenser again went, and we ceased to use it. The boiler flues have again shown signs of leaking, and I believe had we been left to our own steam power, we would have failed in reaching our port. In other respects the vessel is equal to her class. A portion of her battery and some ammunition were left for the *Isaac Smith*. Other vessels also drew on our magazine stores.

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

PEND. G. WATMOUGH,

Acting Lieutenant, Commanding.

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

Letter from the Secretary of State to the Secretary of the Navy regarding the reported inefficiency of the blockade of Charleston, S. C.

DEPARTMENT OF STATE,
Washington, November 21, 1861.

SIR: I have the honor to transmit herewith, for your information, a dispatch, No. 84, with the private letter accompanying it, signed John S. Diak.

I beg to call your attention to the statement made by the consul-general, who has had much experience at sea in the command of vessels, in regard to the carelessness with which the blockade off Charleston Harbor is kept, and the persistence of the commanders of those vessels in showing their lights, thus furnishing to the eye of a seaman knowing the waters a sufficient guide at all times either to go in or come out of a harbor.

In another dispatch, No. 81, the consul-general states that the arrivals from blockaded ports, particularly Savannah and Charleston, are so frequent that it is becoming difficult to keep the run of them. The schooner *Robert Peel* recently arrived from Savannah, having made her third successful voyage from this port.

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

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

Unofficial report of Commander Missroon, U. S. Navy, regarding the affairs of the blockade.

[U. S. SHIP] SAVANNAH, November 21, 1861.

MY DEAR DU PONT: Rodgers came yesterday and commenced his work in the afternoon. I gave what help I could, and the *Augusta* to accompany him, at his request, for a consort. While at the bar they are in the right place.

Three days ago I sent Parrott to look into or about Wassaw. He found four steamers there, one of them a large white steamer, but with no flag or pennants. They moved about within the sound, watched by the *Augusta* for some hours, apparently without a specific object, and then departed up the sound, the white boat leading and the others following her in man-of-war order, but not by signal. Believing that Wassaw is the point of departure as well as of entrance of vessels while we lie before this port, I have sent the *Florida* there to watch it, while the other two steamers are about the bar and main channel.

Rodgers told me of, and gave me the newspaper announcing, the escape of the *Bermuda* from S., on the night of the 2d November, with its additions of braggadocio about "preparations for a battle, etc.," but my reports show that I and the *Monticello* were blown off on the morning of the 1st; she broke down and could not get back till the 12th, when I found the *Augusta* here, since the 8th. The port was therefore just seven days unguarded. I suppose it is known to you that Stringham allowed the blockade to be abandoned by the *St. Lawrence* for want of provisions and water, before sending this ship here, and that the *Bermuda* entered on the very day the *Savannah* left Hampton Roads, and not, as Goldsborough said, while the *Savannah* was blown off in a violent gale of the previous day.

I see, too, an account of the steamer *Theodora*, from Havana, 23d October, having run into Savannah a tugboat, formerly the *Gordon*. I do not believe she got in before the departure of this ship and the *Monticello* unless it were through Wassaw Sound, for I was within cannon range of the bar and the *Monticello* playing around me, day and night, and both very watchful.

Two steamers are sufficient to guard this harbor, and while Rodgers remains I shall spare one (the third) for Wassaw Island, as it is nearly identical with Savannah, convenient as it is as a port of entry for steamers and schooners.

I beg, however, that you will look at the chart and see how easy side-wheel steamers of small draft, say of 12 feet, may, at high water, run over the shoals at night to the northward of this bar, and where they could not be followed (if seen and not stopped by the shot) by the steamers drawing 14 and 16 feet, like the *Augusta* and *Flag*. Our coast differs so materially from all others that to hermetically seal it would be simply impossible, as we could that of the west coast of Mexico, for instance.

I have studied my position and chances for the best service. The *Augusta* keeps between me and Wassaw; the *Florida* between me and the southern channel of Port Royal, with all attention of both upon Savannah, the one moving toward me while the other may be moving away—as egress may be attempted—both vessels well inshore of me, while this ship is anchored most of the time about 10 miles east of the light-house and abreast the main channel, ready to get underway by “slipping” on the instant; either to chase (which would be useless) or to clear the shoals north of me. A good lookout from my tall mast-heads enables [me] to direct the steamer’s movements. Rodgers, if he remains, shall have charge of the channel itself day and night, so as to carry out his observations, etc. All are directed to show no light, and not to approach me at night without necessity, and to keep out of range of my guns, lest they should get hurt by mistake from my gun deck. This is the best I can do, while vigilance is perfectly sleepless day and night. I beg for any orders or suggestions which you think will benefit the duty. I can’t keep underway and retain my station, nor would it be desirable for the duty, I think, even if I could.

Shall you have to contend with casemates? Small vessels have not the necessary endurance. These casemates could be soon starved, as they have not probably preserved provisions, but that would not suit our people, whose cry is for blood, which, like old Shylock, they want more than the pound of flesh. Would it be impossible to land my X-inch guns? They would make short work of them at 600 yards.

I desire to say that I mounted guns on our ship carriages at Port Constitution at request of the authorities, just as effectively as were the army carriages made for the fort. I say this, as I have heard that the guns of the *Vandalia* had been landed at Port Royal. Apropos to the use of such light guns, let me here tell you that the range of shell from such guns exceeds that of shot (round) one-sixth at least, by experiments determined by Colonel Bumford, and the recoil and strain much reduced. I have proved both points.

Yours, very truly,

J. S. MISSROON.

I have to-day by inspection just 9,000 gallons of water, which will last 27 days, at 333 a day.

The eclat of your success closes some malicious mouths at home

pretty effectually. I find I can get this ship within 2 miles of the fort at F., and that the two X-inch guns can be used as mortars at that distance.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting correspondence with Captain Hancock, R. N., commanding H. B. M. S. Immortalité, regarding the presence of that vessel off Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 21, 1861.

SIR: I have the honor to submit, for the consideration of the Department, a correspondence between Captain George Hancock, of H. B. M. S. *Immortalité*, and senior naval officer on this coast, and myself, copies of which are herewith enclosed.

I am, sir, respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

[Enclosures.]

H. B. M. S. IMMORTALITÉ,
Port Royal Entrance, November 20, 1861.

SIR: Having been ordered to this coast by Rear-Admiral Sir Alexander Milne, K. C. B., commander in chief of H. B. M. ships and vessels on the North American and West Indian command, I hasten to place myself in communication with you and fully and frankly to express the object of my visit.

As you must be aware, the movements of the very formidable expedition under your command have created a general anxiety and alarm amongst the foreigners residing in those Southern cities and towns where your attacks might be expected to fall, and they have loudly called upon their respective governments to afford them an asylum in the event of an attack.

In response to this appeal I am on this coast, but am instructed by my commander in chief, who fully feels and understands the difficulties and necessities of your position, that I am most carefully to abstain from any act or from any movement that you may consider prejudicial to your plan of operations, or likely in any way to inconvenience you or those under you. My officers have been strictly prohibited from carrying any information, letters, papers, etc., from one part of the coast to another, and they fully understand that deeply as we all lament the present state of affairs in this great and kindred nation, it is our duty to abstain from any act or words which may be at variance with that strict neutrality which her Most Gracious Majesty has been pleased to proclaim. In conclusion, sir, I beg to assure you that I feel very certain the lives and interests of all British subjects falling within the sphere of your operations, would, as far as lay in your power, be most carefully and courteously protected, yet occasions may arise when it would be a convenience and assistance to you that these cares should be taken off your hands and that they should find an asylum on board a British ship. Under these circumstances I trust that my presence generally in the neighborhood of your operations will not be deemed

by you as in any way prejudicial to those operations, but that you will, on the contrary, consider that I am only affording that protection to her Majesty's subjects which they may rightfully expect and claim at the hands of her Majesty's Government.

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

G. HANCOCK,
*Captain of H. B. M. S. Immortalité
and Senior Naval Officer on this Coast.*

Flag-Officer S. F. DU PONT,
U. S. Steam Frigate Wabash.

U. S. FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 21, 1861.

SIR: I have had the honor to receive your communication of yesterday, conceived and expressed in a spirit of frankness and courtesy which commands my confidence.

I fully understand the necessity that must frequently arise for offering to the foreign residents of States and cities engaged in active war the protection of an armed vessel of their own nation. Such necessity has occurred in my own experience of foreign service, and I am so far from opposing the offer of such protection that I shall be most happy, as you do me the justice to believe, to concur in it, and to add my own assistance to your efforts whenever it can contribute to the security or convenience of your countrymen.

Accordingly, it affords me pleasure to say that your presence generally in the neighborhood of my operations will not be regarded by me as in any manner unsuitable.

But on account of the liability to misinterpretation, the unavoidable constraint which the constant presence of a foreign ship of war in my squadron would exercise, and for other obvious reasons, I would deem it objectionable to be followed systematically in my progress from point to point.

I shall offer you the highest proof of my confidence in your sentiments and of my appreciation of your candor by making you acquainted, on the eve of my departure from this place, with the next point of intended debarkation, in order that you may be able to form a judgment of the necessity for your presence for the purpose of affording protection to her Britannic Majesty's subjects.

I have the honor to be, very respectfully, your obedient servant,
S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Captain G. HANCOCK, R. N.,
*Commanding H. B. M. S. Immortalité, and Senior Naval Officer
on the Coast, Port Royal Harbor, S. C.*

*Report of Flag-Officer Du Pont, U. S. Navy, regarding the disposition
of the vessels of his command.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 21, 1861.

SIR: I have the honor to inform the Department that on the day after the action of November 7, I dispatched the U. S. S. *Augusta*,

Commander E. G. Parrott, to Savannah, to enforce the blockade at that port.

On the 11th I dispatched the armed bark *Gem of the Sea*; Acting Volunteer Lieutenant I. B. Baxter, to Charleston, directing him to report to Captain Lardner, of the *Susquehanna*.

On the 14th I dispatched the U. S. S. *Florida*, Commander J. R. Goldsborough, to assist in the blockade of Savannah and the ports to the southward.

On the same day I gave orders to the *Penguin*, Acting Lieutenant T. A. Budd, to proceed to the blockade of Georgetown, but before his departure, in consequence of a communication received from Captain Lardner, relating to Edisto and Bull's Bay, I modified his order, directing him to report himself to Captain Lardner, for the purpose, if required, of assisting in the blockade of Edisto and Bull's Bay.

On the 18th of November, after the receipt of the telegram from Halifax relating to the *Fingal*, I dispatched the *Mohican*, Commander S. W. Godon, to cruise between Savannah and Fernandina for the general purposes of blockade and particularly for the special object of intercepting vessels bound from Great Britain to Savannah or any other Southern port, and on the 19th I also dispatched the U. S. S. *Flag*, Commander John Rodgers, to Savannah.

The vessels now engaged in blockading in my department are the frigate *Sabine*, the steamer *Susquehanna*, the steamer *Alabama*, the steamer *Penguin*, the armed bark *Gem of the Sea*, the sloop *Savannah*, the steamer *Augusta*, the steamer *Florida*, the steamer *Mohican*, the steamer *Flag*, and the frigate *St. Lawrence*.

The sloop of war *Dale*, engaged in the blockade off the coast of Florida, has come into this port for water.

The vessels now in this port have been constantly employed in various expeditions since their repairs, and I purpose to-morrow to make an armed reconnoissance of the St. Helena Sound.

A memorandum just received from Commander Parrott, of the *Augusta*, states that Commander John Rodgers, in the *Flag*, is engaged in sounding out and buoying the channel of Savannah.

I am looking hourly for the arrival of the *Bienville* with our ammunition.

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

Flag-Officer, Commanding South Atlantic Squadron.

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

Extract of an official report made by Colonel Alfred H. Terry, of the Seventh Connecticut Volunteers, November 22, 1861.

* * * * *

I learned while at Daufuskie that the enemy have entirely abandoned Tybee, first destroying the fortifications. I was also told that a week ago last Sunday or Monday the British ship *Fingal* succeeded in running the blockade and got into Savannah. She brought seventy rifled guns, some of them breech-loaders, and a large quantity of powder. Our prisoner tells me that Fort Jackson, a short time since, mounted but four guns, but that eight additional ones have quite

recently been mounted upon it. He states that the number of troops in and around Savannah is 6,000.

* * * * *

[Endorsement.]

NOVEMBER 23, 1861.

The enclosed extract of a report is respectfully submitted to Flag-Officer Du Pont, thinking it might be of some interest to him.

T. W. SHERMAN,
Brigadier-General, U. S. Army, Hilton Head, S. C.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the violation of the blockade at Savannah, Ga., and Charleston, S. C.

NAVY DEPARTMENT, *November 23, 1861.*

SIR: The Department would call your attention to the continued violation of the blockade, particularly at Savannah and Charleston, as reported by the agents of the Government at the various ports in the West Indies.

It appears from these reports that vessels find no difficulty in running in and out of those ports in the night time, being guided by the lights of the blockading vessels.

The Department invites your serious consideration to this subject, that steps may at once be taken to prevent our vessels being used as light-ships for the succor of the insurgents, thereby defeating the very object for which they are intended.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from Flag-Officer Du Pont, U. S. Navy, to Captain Ringgold, U. S. Navy, explaining the change of destination of the U. S. S. Penguin, ordered to blockade duty off Georgetown, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 24, 1861.

SIR: I am in receipt of your two favors of November 21 by schooner *Shark*. I regret to find that my communication to you, enclosing Flag-Officer Goldsborough's order placing the *Sabine* in my squadron, together with a private letter from me, all in one envelope, have not been received by you.

They were originally put on board the *R. B. Forbes*, which steamer I had sent to give you a tow. I felt sure Lieutenant Balch had obtained these letters, for I gave special directions about them.

I herewith enclose a copy of Flag-Officer Goldsborough's letter until the original be received.

I desire also to explain what Captain Lardner omitted, it seems, to do—how the *Gem of the Sea* came to be sent you by him.

I had ordered the steamer *Penguin*, Lieutenant Commanding Budd, to report to you for blockading service off Georgetown, but, just as he

was leaving, I received a letter from Captain Lardner, saying that Bull's Bay and North Edisto were now resorted to by vessels attempting to run the blockade, since Charleston had been effectually covered; and several ships from Europe being expected with munitions of war, that were too large to get into Georgetown, I directed the *Penguin* to report to Captain Lardner and for the latter to send on the *Gem of the Sea* to you until I could send you a steamer.

Your requisitions will be approved and forwarded by first opportunity.

I am, respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Captain CADWALADER RINGGOLD, U. S. Navy,
U. S. Frigate *Sabine*, off Georgetown, S. C.

Report of Captain Lardner, U. S. Navy, regarding the blockade of Charleston, S. C.

U. S. S. SUSQUEHANNA,
Off Charleston, S. C., November 26, 1861.

SIR: I have the honor to report the *Susquehanna* and *Alabama* off Charleston; *Penguin* off Edisto and Stono Inlet; *Gem of the Sea* was sent to Bull's Bay.

I believe these places to be effectually blockaded, but in the event of an easterly gale the ships will be obliged to go to sea. They will proceed, however, as short a distance as safety requires, and return on the first change. In that time it is possible for a vessel to get to sea. I can hear of none likely to attempt it. The *Nashville* is at the wharf and I am informed without coal or cargo.

The *Alabama* requires coal.

The schooner *Albion*, of Nassau, built in Maryland, under English colors, with a cargo suitable for a Southern market, was seized on the 25th instant by the *Penguin* for attempting to run into Edisto. She was sent to Philadelphia* for adjudication.

A list of vessels boarded since the 11th instant is enclosed.

Very respectfully, your obedient servant,

J. L. LARDNER,
Captain.

Flag-Officer S. F. DU PONT.

Report of Acting Lieutenant Budd, U. S. Navy, commanding U. S. S. Penguin, regarding the capture of the schooner Albion.

U. S. S. PENGUIN,
Off North Edisto, November 26, 1861.

SIR: I have to report that I yesterday captured and sent to New York the schooner *Albion*, after a chase of one hour. She had British flag flying—had been warned off by the *St. Lawrence*, and her captain and mates are from Savannah, by their own admission. By the Spanish steamer [*Nuestra Senora de*] *Regla* I send the crew and officers for your disposal.

* Sent to New York.

Nothing has as yet passed out of this port, though when I arrived off it two steamboats and schooner were visible. These have probably passed around into St. Helena Sound.

Respectfully, your obedient servant,

THOS. A. BUDD,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

One of the officers, named Hernandez, is said to be a Savannah pilot.

Letter from Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, regarding condition of panic among Spanish inhabitants of Charleston, S. C.

FLAGSHIP WABASH,
— *Port Royal Harbor, S. C., November 26, 1861.*

SIR: The steam ferryboat under Spanish colors for Havana came in to-day.

Her captain informs me that his dispatches to the captain-general of Cuba from the Spanish consul at Charleston are to urge upon this functionary to send some men-of-war immediately to Charleston to receive on board the Spanish inhabitants there domiciled, who, with all the population, seem under a panic, either from apprehension of an invasion or of a servile insurrection, or of both.

I enclose copies of a correspondence* between myself and Captain Hancock, commanding H. B. M. S. *Immortalité*, as having some bearing on this question which you might like to see.

While permitting vessels of war to receive their countrymen on board, I would watch narrowly any abuse of this privilege of neutrals.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Captain J. L. LARDNER,
U. S. S. Susquehanna, off Charleston, S. C.

Report of Commander Goldsborough, U. S. Navy, of a brief engagement with the enemy under Flag-Officer Tattnall, U. S. Navy, at mouth of Savannah River.

[U. S. S.] FLORIDA,
Port Royal, November 26, [1861]—6 p. m.

MY DEAR COMMODORE: To-day, about 12 meridian, Commodore Tattnall, in the steamer *Everglade* as his flagship, having a hulk of about 200 tons lashed alongside, mounting one heavy gun and accompanied with steamers *Resolute* and *Sampson*, weighed anchor from under the guns of Fort Pulaski, and, standing down a short distance toward us, opened a fire with the gun on the hulk, his shot falling at least from one-fourth to one-half mile short. They were directed toward the *Pocahontas*. We all returned his salutation, but the firing from the

*See pp. 357-358.

Seneca and *Pocahontas's* XI-inch was beautiful. One or two of their shells exploded nearly over him. In a very short time he resumed his former anchorage, where I left him. The *Savannah* anchored inside this morning.

Sincerely, yours, etc.,

J. R. GOLDSBOROUGH.

Flag-Officer DU PONT.

Report of Commander Missroon, U. S. Navy, of a brief engagement with the enemy at mouth of Savannah River.

U. S. SHIP SAVANNAH,
Near Tybee Island, Georgia, November 26, 1861.

SIR: I have the honor to report that this ship passed the bar to-day and came to anchor at 12:45 in a position to operate effectively with shell, in conjunction with all the steamers, upon Tybee Island, and just outside of long range of Fort Pulaski.

Soon after anchoring this ship four steamers of the enemy, which had been several hours in line of battle, seemingly with many troops on board, the largest bearing the flag and broad pennant and having a scow of large size with four heavy cannon and filled with troops, cautiously approached us and fired several ineffectual shells and shot, which were promptly returned by the steamers having long-range cannon, two of their steamers only discharging their guns and all continuing under the protection of Pulaski's cannon.

They subsequently retired with troops up the Savannah River.

Very respectfully, sir, your obedient servant,

J. S. MISSROON,
Commander, Senior Officer.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Abstract log of the U. S. S. Flag, Commander Rodgers, U. S. Navy, commanding.

November 25, 1861.—Tybee Bay. At 10:25 discovered a large fire on the north end of Cockspur Island. A steamer came down from Savannah to Fort Pulaski to land men. From 4 to 6 p. m. three steamers were visible during the watch opposite Fort Pulaski.

November 26.—At 12:20 the rebel steamers, which had all met abreast the fort, began to move toward us. At 1 beat to quarters. One of them, bearing the flag of a commodore, opened fire on us, which was returned by the squadron. The rebel steamer fired six guns, and upon the squadron advancing they retreated to their old positions abreast of the fort.

Abstract log of the U. S. S. Pocahontas, Lieutenant Balch, U. S. Navy, commanding.

November 25, 1861.—Several rebel steamers running up and down inside the fort, apparently landing ordnance stores at Fort Pulaski. At sundown five Confederate steamers in sight off Fort Pulaski.

November 26.—At 1 p. m. three rebel steamers stood down toward us. One had a lighter, filled with men, alongside. We beat to quarters and exchanged several shots, when the rebels returned up river. At 5:30 saw firing from a Federal battery on Hilton Head Island.

Report of Flag-Officer Du Pont, U. S. Navy, regarding a reconnoissance of Tybee Island.

FLAGSHIP FLORIDA,
Tybee Roads, November 27, 1861.

SIR: I have the honor to inform the Department that I hoisted my flag on board this ship this morning and ran down here to make a personal examination of the ground, bringing with me the *Ottawa* and *R. B. Forbes*.

I find the island abandoned by the rebels. I landed with the armed boats from the ships of the squadron and the marines. The light-house is uninjured, except that the glass of the lantern is very much broken. The martello tower will require considerable repairs if occupied for defense. I postpone any recommendation upon the subject of the occupation of the island till after I have conferred with General Sherman.

P. S.—

U. S. S. WABASH,
Port Royal Harbor, November 28.

The general commanding has decided to make a complete reconnoissance of Tybee Island, which will take place to-morrow or next day, after which I shall be able to speak more positively upon the further plans in respect to that place, which in the meantime will be held by the vessels.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Squadron.

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

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, reporting a reconnoissance of Tybee Island.

NOVEMBER 27, 1861.

COMMODORE: Made reconnoissance this morning in direction of western end of island; fast land narrows to a few yards in width about 1½ miles west of light-house, where a fort is constructed, but not finished. Fast land then widens out to a good width and terminates in a landing near mouth of creek and apparently under fire of enemy's guns from Pulaski.

Good road leading from light-house to landing place, over which rebel cannon and stores were transported back. Reconnoitered with object of drawing fire from Pulaski, and found that casemate guns fall little short of shore, but barbette guns explode shells on the island.

From the fresh tracks observed some of enemy visited light-house last night. A few people were seen on western end of island, but appeared to be running; don't think the enemy has any force on the island, but am not entirely sure. Party was not strong enough to make it safe to carry out reconnoissance as far as I wished.

The above are all the principal points discovered.

Thought I would not wait till your arrival, as it would make my return to the Head [Hilton] later than I had anticipated.

Yours, very truly,

T. W. SHERMAN.

Report of Commander Missroon, U. S. Navy, regarding the holding of Tybee Island.

U. S. SHIP SAVANNAH,
Near Tybee Island, Georgia, November 27, 1861.

SIR: I have the honor to inform you that, from the best information yet obtained, there can be no doubt of our ability to hold Tybee Island with a small military force well entrenched by earthworks and a few heavy pieces of ordnance upon the martello tower, which is a formidable stucco structure, and which should be armed with as little delay as possible, to prevent its destruction and that of the sheds and barracks. The marshes and creek which border the island on the west side will greatly add to its means of defense by a small force.

From the western limits of the island Fort Pulaski may be annoyed and probably rendered untenable by a bombardment maintained from six or eight XIII-inch mortars till such ordnance may be brought to bear as will effectually destroy the work.

If we do not hold the island permanently with a sufficient force, and the enemy have the means of landing cannon and mounting several of large caliber on the tower under cover of night, in spite of our shells we may find it difficult to dislodge him, and if we fail to do so this anchorage would become untenable. As you have been pleased to leave me to the exercise of my discretion in unforeseen circumstances, I shall send a sufficient force of seamen and marines to hold the tower, with boats at hand to convey them, if necessary, to the vessel stationed to receive them, while the enemy, in such case, may be driven back by the shells of the shipping.

The island has several buildings suitable for barracks. There are some horses and cattle there, with abundance of water.

If the military be not at this juncture available, I would undertake to fortify the island if furnished with the necessary implements and materials, and to hold it with the crew and battery of this ship, aided by 500 marines; there would be but little if any loss in dismantling so unsuitable a ship as this is for blockade purposes.

Respectfully, sir, your obedient servant,

J. S. MISSROON,
Commander, Senior Officer Present.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Trundy, U. S. Navy, commanding U. S. bark Roebuck.

FLAGSHIP WABASH,
Port Royal Harbor, November 27, 1861.

SIR: You will proceed to Charleston Bar and report to Captain J. L. Lardner, of the U. S. S. *Susquehanna*, for such blockading duty as he may assign you.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Acting Volunteer Lieutenant GEORGE A. TRUNDY, U. S. Navy,
U. S. Bark *Roebuck*, Port Royal Harbor.

Report of Commander Godon, U. S. Navy, giving information obtained from Confederate deserters from Florida.

U. S. S. MOHICAN,
Off Fernandina, November 28, 1861.

SIR: I have to report that on the 21st instant, when off Brunswick, fell in with sailboat about 13 miles offshore, containing two men, who reported themselves deserters from the rebel Army at St. Augustine; they passed through Matanzas opening, about 5 miles south of St. Augustine entrance. The boat is a fine one, belonged to the Coast Survey, and now used by Major Church. These men, one an Englishman, the other from Boston, state that they were forced to serve in the rebel Army. They report that at Fernandina there are three batteries, two on the south side of the entrance and one on Cumberland Island, mounting in all twelve guns, mostly 32-pounders. The land force consists of about 1,300 or 1,400 men, there are two companies at St. Augustine and two at Jacksonville; they say they are in want of most articles, but fresh beef and flour abundant. To-day made a small sail to the south of Fernandina, which I at once chased, when she slipped into Nassau entrance. I was about 4 miles from her when she got inside. With a small steamer stationed at Nassau, or off the St. John's River, I could prevent anything entering this part of the coast, and could have caught this small craft.

I am sir, very respectfully, your obedient servant,

S. W. GODON,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, commanding U. S. S. Florida, to perform blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 29, 1861.

SIR: On receipt of this order you will proceed to Charleston Bar and report yourself to Captain J. L. Lardner, of the U. S. S. *Susquehanna*, for blockading duty.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander J. R. GOLDSBOROUGH, U. S. Navy,
Commanding U. S. S. *Florida*, Port Royal Harbor, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, commanding U. S. S. Seminole, forwarding list of suspected vessels and assigning his station for blockade duty.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 29, 1861.

SIR: Enclosed is a list* of vessels suspected of intending to run the blockade, and in that list is mentioned the iron screw steamer *Gladiator*, which was expected to sail from London about the 6th of November, loaded with munitions of war.

* See list in Series I, vol. 6, p. 447.

You will therefore proceed to sea with all possible dispatch and cruise between the Savannah station and Fernandina, looking in at all the intermediate places, without going quite in sight of Fernandina.

On your way please communicate with Commander Missroon and deliver the enclosed list directed to him and showing him their orders, receiving from him any suggestions as to the probable best points of intercepting the *Gladiator*.

Please also to endeavor to fall in with Commander Godon, of the *Mohican*, supplying him also with a copy of the new list of vessels, especially calling his attention to the *Gladiator*.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander J. P. GILLIS,
U. S. S. Seminole, Port Royal Harbor.

Letter of Captain Saxton, U. S. Army, to Brigadier-General Sherman, U. S. Army, regarding the appearance of a Confederate gunboat near Port Royal, S. C.

QUARTERMASTER'S OFFICE, November 30, 1861.

CAPTAIN: I deem it proper to inform you that a rumor prevails in camp that I believe to be true, that the steamer *Winfield Scott* was driven back from her intended trip to Beaufort yesterday by a rebel gunboat. No person who was sent up on the above-named steamer has made any report to me officially or otherwise, but I am informed that a rebel boat sailed out of a creek and drove our boat back. I understand from the Navy that four gunboats were sent to Beaufort yesterday in advance of the *Winfield Scott*. I also understand that the *Scott* has gone up to Beaufort this morning. I gave her no order to do so.

Very respectfully,

R. SAXTON,
Captain, U. S. Army, and Quartermaster.

Captain L. H. PELOUZE,
Acting Assistant Adjutant-General.

[Endorsement.]

NOVEMBER 30, 1861.

This communication being entirely incomprehensible to me, inasmuch as no reports have been made by the commanding officer of the troops on board the *Scott*, I respectfully refer it to Commodore Du Pont and ask him if he knows anything about the matter.

T. W. SHERMAN,
Brigadier-General.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, regarding provisions for the safety of the army steamer Winfield Scott.

FLAGSHIP WABASH,
Port Royal Harbor, November 30, 1861.

GENERAL: Having submitted to me a communication from the quartermaster of the forces to your adjutant-general, and asking for information on the matter, I take pleasure in sending you the following:

In pursuance of our conversation and understanding in relation to

the steamer *Winfield Scott's* going to Beaufort for iron and lumber to complete the wharf, I ordered three of the gunboats of my squadron to be in readiness yesterday morning at 8 o'clock to accompany and protect her. The gunboats waited until 10 o'clock, when they were ordered to go up the river and precede the steamer, which I presumed would follow immediately, though it appears she did not leave the anchorage until much later in the day.

Last evening about dark Colonel Serrell, with two other persons, came into my cabin and informed me that he had returned in the *Winfield Scott* from Beaufort River, in consequence of seeing a rebel steamer in the creek leading from Morgan River, and asked me for the protection of a gunboat.

I sent an officer with him to the gunboat *Pembina*, with directions to her commander, Lieutenant Commanding Bankhead, to keep company with the *Winfield Scott*, and I left the time of her departure (whether last evening or this morning) to be arranged between Colonel Serrell and Captain Bankhead.

The three vessels that went to Beaufort yesterday morning returned last evening. They did not see the rebel steamer reported by Colonel Serrell.

I avail myself of the occasion to submit to you that when the army transports or their boats have occasion to go into the interior waters, I should be informed of their intention at the very time of going, otherwise it will be impossible for me to provide for their safety, which I am always ready and willing to do, for you are aware, my dear general, there is a great responsibility involved in this matter, and that you and I will hear of transports and men being cut off if this precaution be not observed.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Brigadier-General SHERMAN, U. S. Army,
Commanding Expeditionary Forces, etc., Hilton Head.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the army steamer Winfield Scott.

HEADQUARTERS,

[*Hilton Head, S. C.*], November 30, 1861.

COMMODORE: Your favor of this date is received, and you have relieved me of a great deal of anxiety. Colonel Serrell should have informed me also of the fact of his being driven back, which, by the way, I very much doubt that he was. If I am rightly informed, no steamboats can get through the creek from Morgan River.

I perfectly agree with you as to the necessity of an understanding of the time when transports are to leave for Beaufort, and the *Winfield Scott* was ordered to follow immediately after your gunboats, and the reason she did not is owing to that want of promptitude and discipline which to my infinite sorrow and perplexity pervades our volunteer service.

Yours, very truly,

T. W. SHERMAN,
Brigadier-General.

Flag-Officer S. F. DU PONT,
Commanding, etc., Wabash.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Missroon, U. S. Navy, regarding proposed army reconnoissance of Tybee Island.

FLAGSHIP WABASH,
Port Royal Harbor, November 30, 1861.

SIR: Your several communications have been received. I have delayed writing to you until General Sherman has come to a determination as to the occupation of Tybee. He intends to make an armed reconnoissance in force and I will await the result.

Enclosed is a copy of a letter from the Department with a copy of a general order.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander MISSROON,
U. S. Ship Savannah, off Savannah.

Capture of the schooner E. J. Waterman, November 30, 1861.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 3, 1862.

SIR: I have the honor to acknowledge the receipt of a dispatch from the Department of February 26, desiring me to report the circumstances of the capture of the *E. J. Waterman*.

I supposed that I had done so, but in looking over my records I find very little reference to her.

The schooner ran on shore on Tybee Island on the morning of the 30th of November last and part of her crew escaped, but the captain, cook, and mate remained on board. Commander Missroon, who was then blockading at Tybee Roads, succeeded in getting her off, though her cargo of coffee was most seriously damaged and many of the cigars abstracted. A secession flag was found on board, but no papers.

On my files is a letter from Commander Missroon, dated December 7, in which he informs me that he had concluded to send her to Philadelphia, but whether he did so, or what became of her, I can not at this moment recollect.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Commander Missroon, U. S. Navy, commanding U. S. ship Savannah.

U. S. SHIP SAVANNAH,
Near Tybee, November 30, 1861.

SIR: I have the honor to report that a small schooner belonging to Charleston, S. C., under a secession flag, from Havana, bound to South Edisto, S. C., ran upon Tybee Island soon after daylight this morning,

doubtless supposing the island in possession of the enemy. She is laden with coffee (179 bags) and other articles. I am unable as yet to give other particulars. The captain, mate, and cook are in our hands, and three of her crew have escaped and are yet on Tybee. I am endeavoring to get the vessel off, which is doubtful.

I beg leave further to report that the prevailing westwardly winds have so operated upon the waters of this bay as to leave this ship aground about forty minutes at the end of each ebb tide. I am now sounding for a better position, but so far without success. So long as we have smooth water she may hold even this position without injury (apart from the helplessness of the ship while so aground), but should a southeast gale bring in a heavy sea her situation will be extremely critical.

I enclose requisitions from this and the other vessels present, and earnestly request that XI inch shells for the *Seneca* may be furnished with dispatch, as she has but twenty-one now on board; and also some fuzes for the *Pocahontas*, of which she is much in need.

Very respectfully, sir, your obedient servant,

J. S. MISSROON,
Commander.

Flag-Officer S. F. DU PONT,

Commanding U. S. Southern Blockading Squadron, Port Royal, S. C.

Enclosed is a reconnoissance* of Tybee, made by an intelligent (engineer) officer of the *Flag*, who has some military experience.

Additional report of Commander Missroon, U. S. Navy, commanding U. S. ship Savannah.

U. S. SHIP SAVANNAH,
Near Tybee Island, Georgia, December 2, 1861.

SIR: The prize schooner *E. J. Waterman*, owned in Charleston, S. C., was captured ashore on Tybee Island on the 30th November, 1861, and I have placed her in charge of Master's Mate Henry B. Carter, of this ship, with orders to proceed to Philadelphia, and thence to report himself to the Department.

The captain and mate are now prisoners on board the prize, and sent home as witnesses. Two others of the crew have been delivered to the U. S. S. *Wabash*, and five of the crew have escaped to the woods, and as yet have not been recovered.

Accompanying this letter are the lists of officers and crews of the ships making the capture, viz, U. S. S[hip] *Savannah*, U. S. S. *Flag*, U. S. S. *Pocahontas*, U. S. S. *Augusta*, U. S. S. *Seneca*, and U. S. S. *Seminole*. The list of officers and crew of latter vessel shall be sent hereafter.

Respectfully, sir, your obedient servant,

J. S. MISSROON,
Commander.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

* Not found.

Letter of Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, announcing readiness of army forces for further operations.

HEADQUARTERS EXPEDITIONARY CORPS,
Hilton Head, S. C., November 30, 1861.

DEAR SIR: The vessels intended for the second part of our expedition are loaded and prepared for departure. The troops intended for that division are on shore and consuming the stores calculated only for those of the first division, and the consequence is that we shall soon be getting short of supplies here unless we unload the vessels intended for another place, or unless, which is not certain, supplies soon arrive from New York. It is, therefore, necessary for me to be very certain at what time we can leave in order that proper arrangements can be made in regard to our supplies. Can you inform me when you will be ready, and if some day can be set? I think we can manage the affair of supplies without much difficulty.

Very respectfully and truly,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding Naval Force.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, making enquiry regarding occupation of Tybee and Otter islands.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 1, 1861.

DEAR SIR: I am only waiting to distribute the ammunition that came out in the *Bienville*, when I shall be ready for our next expedition. I will let you know in good time.

What are your intentions as to the occupation of Tybee and Otter islands? Please let me know as soon as possible, for I must be governed in part by your decision.

I am, general, respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Brigadier-General SHERMAN, U. S. Army,
Commanding Expeditionary Corps, etc., Hilton Head, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, South Carolina, December 1, 1861.

SIR: The *Florida* having broken down, and the *Alabama* not having coal, you will please proceed at once to Charleston Bar and report yourself to Captain Lardner for blockading duty, showing these orders to Commander Missroon.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander E. G. PARROTT, U. S. Navy.
U. S. S. Augusta, off Savannah.

Capture of the sloop Lida, December 1, 1864.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 16, 1861.

SIR: I have the honor to inform the Department that the sloop *Lida* was captured off St. Simon's by the U. S. S. *Seminole*, laden with coffee, cigars, etc., and brought into this port.

I appointed a board of officers to appraise the value of the sloop and her cargo, directing them also to examine into the seaworthiness of the vessel.

A copy of my order and the report of the board are enclosed, appraising the value of the sloop and her cargo and condemning her as unseaworthy.

I have shipped the cargo on board the brig *Ellen P. Stewart*, A. H. Cain, master, bound to Philadelphia (as per triplicate bill of lading enclosed), forwarding by the vessel the papers, books, charts, flag taken on the *Lida*, with a statement from Commander Gillis, of the *Seminole*, of the particulars of her capture, to the Hon. John Cadwalader, U. S. district judge, in Philadelphia.

In consequence of the prize not going north, the witnesses were sent to New York in the U. S. S. *Connecticut*.

Will the Department be pleased to give orders that they be not discharged until the prize is adjudicated?

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

 Report of Commander Gillis, U. S. Navy, commanding U. S. S. *Seminole*.

U. S. STEAM SLOOP SEMINOLE,

At Sea, off St. Simon's Sound, Georgia, December 1, 1861.

SIR: In compliance with your order, I proceeded to sea with this vessel on the afternoon of the 29th ultimo; communicated on the morning of the 30th with Commander Missroon, of the *Savannah*, lying at the anchorage off Tybee Island light-house, and was informed by him that on the lower end of the third island southwesterly from and including Tybee there was a battery of three guns, and at Wassaw Island a battery of two or three guns; stood on toward entrance at Wassaw Island, endeavoring to make a good observation until our soundings gave us 3 fathoms, then stood out and alongshore course, judging we were sufficiently off to clear all danger, when, after running thus a short time, the ship struck two or three times; immediately backed the engines, hauled down and brailed up fore and aft sail, sounding at same time fore and aft; we had 9 feet under the bows and 3 fathoms amidships and astern; backed off, using jib and spanker as wind suited to pay her head rapidly around; we got off this bluff spit head and ran into 6 fathoms water, regretting much our pilot had been taken from us, as it is unsafe to make a close reconnoissance along this coast where you sometimes jump the ship ashore from 8, 5, and 3 fathoms water.

We then steered toward Ossabaw Island, discovered a Confederate (small) steamer with flag flying passing along inside southerly; we

then approached Sapelo Bay [Sound], off which we anchored for the night; got underway at daylight and stood in along the coast to 4½ fathoms; there being appearances of shoal water around, edged off into 6 fathoms, bottom lumpy, lead giving from 6 to 4½, 5, etc.; drawing in toward Doboy Sound, a large, red buoy seen on Northern Spit of entrance, and a Confederate flag flying on a high staff at southwestern end of Sapelo Island; a battery or houses, and a small schooner and smoke of a steamer were seen inside.

Stood off to the southward and eastward in search of the frigate *St. Lawrence*; discovered and stood for her. At 2 p. m. communicated with Captain Purviance in obedience to your order, then stood inshore toward St. Simon's Sound. Fell in with sloop *Lida*, from Havana, and said to be bound to Halifax—cargo, coffee, lead, and sugars; her papers being irregular, and other suspicious indications,* concluded to tow her to Savannah, as I am informed a rebel steamer ran out several times during the *St. Lawrence's* stay here, possibly for the purpose of towing in small vessels bound to their ports; will request the commanding officer at Savannah River to send her to Port Royal Bay for your decision. I fear the *Gladiator* has gone into Darien, as the *St. Lawrence* reports having chased a propeller, bark-rigged and black hull, in there on the 29th ultimo. We will return to St. Simon's, and thence south as directed.

Very respectfully, sir, your obedient servant,

JNO. P. GILLIS,
Commander.

Flag-Officer S. F. DU PONT, U. S. Navy,
Comdg. Southern Blockading Squadron, Port Royal Bay.

Report of a board of survey.

U. S. STEAM FRIGATE WABASH,
Port Royal, S. C., December 4, 1861.

SIR: In obedience to your order of this date, a copy of which is hereto attached, we, the surveying officers therein appointed, have to report as follows:

That having carefully examined the prize sloop *Lida*, now lying in this harbor, her tackle, apparel, and other furniture, we do appraise the same at the gross sum of \$150.

Also that the size and condition of the said sloop precludes the possibility of sending her to the northward at this season of the year with any reasonable chance for her safety.

We also report that the cargo of the said sloop is as follows:

	Pounds.
30 bags coffee, marked S. S. C., weighing 155 pounds each	4,650
76 bags coffee, marked R. F., weighing 188 pounds each	13,288
22 bags coffee, marked P., weighing 188 pounds each	4,136
17 bags coffee, no mark, weighing 150 pounds each	2,500
16 bags coffee, marked V. & C., weighing 164 pounds each	2,624
<hr/>	
161 bags, weighing 27,198 pounds, at 12 cents	\$3,203.52
2 cases of shoe thread, valued at	344.60
4 packages leather, 24 sides, valued at	64.00
10 packages buckles, 4 gross, valued at	23.00
1 case containing 18 bottles quinine, valued at	54.00
33 boxes cigars, valued at	60.00

* Permit me to refer you to section 7, pages 148 and 149, Kent's Commentaries.

8,000 pounds lead, 596 pigs and 5 rolls, at 6 cents	\$480.00
1 case preserves.....	10.00
Total value of cargo	4,239.52
Value cargo	4,239.52
Value sloop and tackle.....	450.00
Total, ship and cargo	4,689.52

All of which is respectfully submitted.

JOHN S. BARNES,
Acting Lieutenant.

W. H. WEST,
Acting Master.

WM. WALLACE GOODWIN,
Acting Assistant Paymaster.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Correspondence relative to the Spanish steamer Nuestra Señora de Regla, seized December 1, 1861, for violation of neutrality, and passenger Emilio Puiz.

Letter from the Secretary of State to the Secretary of the Navy, requesting that they be sent to New York for judicial proceedings.

DEPARTMENT OF STATE,
Washington, December 10, 1861.

SIR: I have the honor to request that Captain Du Pont may be directed to send to New York for judicial proceedings the Spanish steamer *Nuestra Señora de Regla*, and Emilio Puiz, a Spanish subject found on board that vessel, which was recently seized at Port Royal by Brigadier-General Sherman for violation of the laws of the United States and the law of nations. General Sherman will be instructed by the Secretary of War to transfer the said vessel and person to Captain Du Pont for the purpose named.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

HON. GIDEON WELLES,
Secretary of the Navy.

Order from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, to send them to New York.

NAVY DEPARTMENT, *December 11, 1861.*

SIR: You will please send to New York for judicial proceedings the Spanish steamer *Nuestra Señora de Regla* and Emilio Puiz, a Spanish subject found on board that vessel, which was recently seized at Port Royal by Brigadier-General Sherman for violation of the laws of the United States and the laws of nations.

General Sherman will be instructed by the Secretary of War to transfer the said vessel and person to you for this purpose.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal Harbor.

Letter from the Secretary of State to Brigadier-General Sherman, U. S. Army, regarding proposed constitution of a court at Port Royal, S. C.

DEPARTMENT OF STATE,
Washington, December 13, 1861.

GENERAL: An examination of the papers taken on board the steamer *Nuestra Señora de Regla* has been prosecuted far enough to remove all doubt that the vessel ought to be forfeited, and that Emilio Puiz ought to be detained for abusing his privileges as a foreigner to violate the military regulations of the United States and the blockade. You will detain both the vessel and the said Emilio Puiz. You will also detain the crew for witnesses on the preexamination. We will very soon provide for constituting a court at Port Royal adequate to try the subject there.

I am, your obedient servant,

WM. H. SEWARD.

Brigadier-General T. W. SHERMAN,
Port Royal, S. C.

Letter from the Secretary of State to the Secretary of War, requesting the transfer of the steamer to the naval authorities at Port Royal, S. C.

DEPARTMENT OF STATE,
Washington, December 18, 1861.

SIR: It now being understood that it has been determined to be inexpedient to establish a prize court at Port Royal, in South Carolina, I will thank you again to direct General Sherman to transfer to the naval authorities there the Spanish vessel *Nuestra Señora de Regla*, and any others which may have been taken by the military authorities, in order that they may be carried to New York for trial.

I have the honor to be, your obedient servant,

WILLIAM H. SEWARD.

Hon. SIMON CAMERON,
Secretary of War.

[Endorsement 1.]

WAR DEPARTMENT, December 18, 1861.

The necessary orders will be given to comply with the request of the Secretary of State.

THOMAS A. SCOTT,
Assistant Secretary of War.

Adjutant-General THOMAS.

[Endorsement 2.]

Copy respectfully furnished Brigadier-General T. W. Sherman, who will comply with the request of the Secretary of State, within expressed.

By command of Major-General McClellan:

L. THOMAS,
Adjutant-General.

[Endorsement 3.]

JANUARY 17, 1862.

Respectfully furnished to Commodore Du Pont. I am ready to turn over the steamboat and crew, with Emilio Puiz, to the commodore at any moment.

T. W. SHERMAN,
Brigadier-General, Commanding.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting letter from Brigadier-General Sherman, U. S. Army, regarding discrepancy in orders.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 30, 1861.

SIR: After the receipt of your dispatch of December 11, directing me to send the Spanish steamer *Nuestra Señora de Regla* and Emilio Puiz to New York for judicial proceedings, I addressed a note to General Sherman, enclosing a copy of your communication. I send here-with a copy of his reply.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

HEADQUARTERS EXPEDITIONARY CORPS,
Port Royal, S. C., December 28, 1861.

COMMODORE: Your letter and enclosure of yesterday were duly received. There seems to be some mistake somewhere. The enclosed copy of a letter from the Secretary of State, dated December 13, directs me to detain the vessel here.

Yours, very truly and respectfully,

T. W. SHERMAN,
Brigadier-General, Commanding.
Flag-Officer S. F. DU PONT,
Commanding Blockading Squadron, Wabash.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting copy of order from the Secretary of War for the transfer of the steamer to the naval authorities.

NAVY DEPARTMENT, January 29, 1862.

SIR: I herewith enclose a copy of an order that has been given by the Secretary of War for the transfer of the Spanish vessel *Nuestra Señora de Regla* to the naval authorities at Port Royal.

When the transfer shall have been made you will send the vessel to New York for adjudication.

The Department has received information that the schooner *Kate Hale*, of Charleston, S. C., left St. John, New Brunswick, on the 26th instant, for Charleston, loaded with powder, lead, fish, etc. She is about 150 tons register.

Your letter of the 18th instant, with enclosures, in relation to the *Crusader*, has been received; also one of same date and one of the 19th instant acknowledging dispatches, and one of the 19th reporting departure of the second division of the stone fleet.

I am, respectfully, your obedient servant,

GIDEON WELLES.
Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

WAR DEPARTMENT,
Washington, D. C., January 24, 1862.

The Secretary of State having requested this Department to transfer the Spanish vessel *Nuestra Señora de Regla*, seized at Port Royal by

General Sherman for violation of the laws of the United States, to the naval authorities at the place of capture, that the vessel may be sent to New York for adjudication, it is therefore ordered that the general commanding at Port Royal transfer the said vessel to the naval authorities of the United States at that place for the purpose aforesaid, and that he report his action in the matter to this Department.

EDWIN M. STANTON,
Secretary of War.

Order of the Secretary of War to Brigadier-General Sherman, U. S. Army, to send the steamer to New York for adjudication.

WAR DEPARTMENT,
Washington City, D. C., April 3, 1862.

GENERAL: You are directed upon the receipt of this order to send the Spanish steamer *Nuestra Señora de Regla* to New York. This order you will regard as peremptory and to be executed without delay.

If, when this order reaches you, General Hunter shall have assumed command, you will transmit it to him to be executed.

By order of the Secretary of War:

L. THOMAS,
Adjutant-General.

Brigadier-General SHERMAN,
Or the Officer Commanding at Port Royal.

[Endorsement 1.]

APRIL 11, 1862.

Respectfully referred to Major-General Hunter.

The steamer *Señora de Regla* was seized by me on the 1st of December last for a violation of the neutrality laws, with all her crew and a passenger named Emilio Puiz. The case was immediately reported to the War Department and a mail taken from her sent to Washington at the same time. The Secretary of State instructed me to detain her and her crew, with Emilio Puiz, at Port Royal, with a view of having the case investigated at that place. These instructions are on file at Port Royal. Subsequent instructions, however, from the Secretary of State and Secretary of War directed this steamer, crew, and Emilio Puiz to be turned over to Flag-Officer Du Pont, which was done promptly, and, I think, about the 1st of February last. The instructions, however, are all on file in the adjutant-general's office at Port Royal, as well as the official letter of the provost-marshal at Hilton Head, certifying to the fact. The steamer has ever since been anchored under the guns of the naval fleet at Port Royal, and in the exclusive charge of Flag-Officer Du Pont. She was there on the 4th April, when I left Port Royal. It is therefore to be understood that I have had no control over this vessel and crew since they were surrendered to the flag-officer by the orders received from Washington.

T. W. SHERMAN.

[Endorsement 2.]

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, April 19, 1862.

Most respectfully referred to Flag-Officer Du Pont, commanding blockading squadron.

D. HUNTER,
Major-General, Commanding.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Mills, U. S. Navy, to proceed to New York in command of the Spanish steamer.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 29, 1862.

SIR: You will please proceed with the *Nuestra Señora de Regla* under your command, in tow of the steamer *Empire City*, to New York and report first to the commandant of the navy yard and as soon after as possible to the honorable Secretary of the Navy by letter, informing him of your arrival with the steamer.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master W. A. MILLS,
Nuestra Señora de Regla.

Report of Commander Missroon, U. S. Navy, regarding measures for holding Tybee Island.

U. S. SHIP SAVANNAH,
Near Tybee Island, Georgia, December 3, 1861.

SIR: I have to report that the five persons who gained the woods at Tybee Island from the schooner *B. Waterman* on the 30th ultimo have not been taken, and it is believed that they have escaped by swimming to the next island, on which the late reconnoissance shows that soldiers were quartered.

The guard named by you on your late visit to this place (of 50 men) has been sent to hold the island by day, and has been withdrawn after dusk in the evening (so that its departure might not be observed by the enemy) until to-day, when its debarkation was prevented by the surf. It will be renewed to-morrow, if possible.

That the enemy will be informed of the withdrawal of our men at night, of their numbers, of the loose habits of the seamen as a shore guard (almost impossible to be corrected, situated as we are here), and of the time of landing, etc., by the escaped crew of the prize, there can be no doubt.

The same dense foliage of the island that hid the prize crew would afford ample cover for several companies of sharpshooters of the enemy, whose single discharge at our boats would effect the most deadly results, while they would be hidden from view of the shipping quite as soon as the guns could be trained. The peculiar form and location of these sand hills and the dense undergrowth afford the most perfect protection for making such an assault, and I am daily expecting it, while guarding so far as I can against it.

The enemy, by retiring to the center of the island, would possess it thence to the southwest extremity, as our shells could be thrown but little beyond its center. It is estimated that about 700 troops have been thrown into Fort Pulaski since the 28th November, as observed from the ship.

If the possession of the island would be considered by you, sir, as sufficiently indicated by the landing of a larger body of men less frequently, say once in three or four days (previously throwing some shells to clear the woods of any occupants), I would beg leave to suggest it as a substitute for our present practice, which, at this season, may not be always practicable, owing to weather and the surf.

The health of those engaged in these frequent landings (always becoming wet several times in the day) is beginning to suffer therefrom, to avoid which was one of my reasons for advocating a permanent occupation of the island.

Very respectfully, your obedient servant,

J. S. MISSROON,
Commander.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal Harbor.

Letter from the Assistant Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, forwarding information regarding the alleged violation of blockade of Charleston, S. C., through Maffitt's Channel.

NAVY DEPARTMENT, December 4, 1861.

SIR: The enclosed copy of a letter from L. Blodgett, secretary Board of Trade, Philadelphia, is submitted for your information.

I am, respectfully, your obedient servant,

G. V. FOX,
Assistant Secretary.

Flag-Officer SAMUEL F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

OFFICE OF THE BOARD OF TRADE,
Philadelphia, December 3, 1861.

SIR: A gentleman in charge of a mercantile establishment at Charleston, Mr. F. T. Sharratt, left that city on Friday, November 29, arriving here this evening. His long residence there, and perfect responsibility for any statements, induce us to send you a brief account of facts known to him. First, the blockade is constantly violated at Charleston through the Maffitt's Channel, in consequence of the Union fleet lying exclusively in the Ship Channel, south of Fort Sumter. The Confederate steamer *Isabel*, thoroughly fitted out, painted black, and loaded with near 1,000 bales of cotton, now lies in Ashley River, waiting an opportunity to go out. When the Union fleet withdraws for a night, or withdraws on account of bad weather or to reconnoiter, the opportunity is seized to go out by the Maffitt's Channel, and always with success. The privateer *Gordon* came in by this channel at 11 a. m. in the summer, and she went out the same way on October 12, with Mason and Slidell on board. She came in by the Edisto Inlet and inland route and now lies at Charleston. The *Jeff Davis*, the *Dixie*, and all other privateers except the schooner *Sallie*, used the same channel. Within a few weeks the brig *West Indian* and bark *Helen*, both with naval stores, the new schooner *General Ripley*, with rice, the *Nashville* on October 26, and many others of less note, have gone out by the same channel. The schooner *Prince of Wales* is also loading with cotton for the same purpose.

A telegraph line and signals from the outer defenses give information of every movement of the blockading fleet, and enable the North Channel to be used almost with impunity.

There are five gunboats building at Charleston, three of them near to completion. The floating battery lies at Wappoo Out, guarding the "inland route" from the south. One of Tattnell's gunboats only is in the waters between Charleston and Beaufort.

General Gonzales has a new 4-gun battery near Beaufort, a new style of gun, VIII-inch howitzers, 5 feet long, invented by General Ripley, which now lie, partly masked, back of Beaufort. They were sent secretly, and it is supposed that our troops are not aware of their existence.

The *Nashville* took out many naval officers and cadets to officer prizes as privateers.

They are expecting the *Gladiator*, with arms and stores, either at Charleston or Savannah. The *Fingal* arrived at Savannah on Wednesday, November 13, bringing 12,500 Enfield rifles and 10 rifled cannon, with 150 tons powder, clothing, etc.

The information respecting the use made of the Maffitt's Channel, and the confidence the rebels have in being able to use it constantly, is the point we feel to be of sufficient importance to represent to you at the earliest moment. A feint to withdraw and a return to the Maffitt's Channel by an active vessel from our squadron would be sure to capture the *Isabel*, if done within two or three days.

David Landreth, esq., Morton McMichael, esq., and other eminent citizens can vouch for the facts here given and the entire reliability of the gentleman named.

Very respectfully, your obedient servant,

LORIN BLODGETT,
Secretary Philadelphia Board of Trade.

HON. GIDEON WELLES,
Secretary of the Navy.

We beg to state that this information and use of names is confidential, Mr. Sharratt and Mr. Landreth having large property interests in Charleston.

L. BLODGETT.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the efficiency of the blockade.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 4, 1861.

SIR: The second letter of the Department relating to the extinguishing of the lights of the blockading vessels is before me. The necessary orders on this subject were, I have the honor to inform the Department, immediately issued when the first letter on this subject was received.

Immediately after the capture of Port Royal I gave my attention to the blockade. On the coast of South Carolina I closed up North Edisto, Stono, and Bull's Bay, besides maintaining the existing force off Georgetown and doubling that off Charleston. The blockade of the latter is now so rigorous that the fishermen have been driven in, and the city of Charleston is deprived of its usual supply of fish.

Savannah is completely stopped up, and there has been an outer cordon of blockading vessels, comprising the *St. Lawrence*, the *Mohican*, and the *Seminole*, which covers the inner blockade of the coast of Georgia.

Unless my own sources of information are not to be relied upon, the agents of the United States abroad are sometimes misled by incorrect statements. The *Nashville*, for example, I have good reason to believe, is now at the wharf in Charleston without coal or cargo.

There is one obstruction to a constantly efficient blockade that can neither be removed nor overcome, and that is fog.

The vessels that lie in wait to run the blockade, having skillful pilots, and being desperate in their attempts, can not but sometimes succeed under the favor of fog or darkness.

From two recent captures I am led to think that the contraband cargoes are divided and distributed in many small vessels before approaching the coast.

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

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

General order of Flag-Officer Du Pont, U. S. Navy, restricting the firing of guns in the presence of superior officer.

GENERAL ORDERS, }
No. 3. }

U. S. FLAGSHIP WABASH,
HILTON HEAD, PORT ROYAL [SOUND],
December 4, 1861.

SIR: Hereafter no signal or other gun will be fired in presence of a superior officer without special authority, except in case of attack.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

The above sent to the different vessels of the fleet.

Order of the Secretary of the Navy to Lieutenant McArann, U. S. Navy, commanding U. S. S. Wyandotte, to report for blockade duty at Port Royal, S. C.

NAVY DEPARTMENT, December 5, 1861.

SIR: Proceed with the U. S. S. *Wyandotte* under your command to Port Royal, S. C., and report to Flag-Officer Samuel F. Du Pont for duty as a part of the South Atlantic Blockading Squadron.

Transmit to the Department before sailing from New York a muster-roll of the crew of the *Wyandotte* and a separate list of her officers.

I am, respectfully, etc.,

GIDEON WELLES.

Lieutenant ROBERT M. MCARANN,
Commanding U. S. S. Wyandotte, New York.

Order of the Secretary of the Navy to Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, to proceed to duty at Port Royal, S. C.

NAVY DEPARTMENT, December 5, 1861.

SIR: As soon as the repairs on the *James Adger* are completed proceed with her to Port Royal, S. C., and report to Flag-Officer Du Pont for duty in the squadron under his command.

I am, respectfully,

GIDEON WELLES.

Commander JOHN B. MARCHAND,
Commanding U. S. S. James Adger, Baltimore, Md.

Reconnoissance of Wassaw Sound, Georgia, December 5-6, 1861.

Report of Flag-Officer Du Pont, U. S. Navy, regarding orders issued.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 1, 1861.

SIR: The apprehension of losing possession of the bay [sound] of St. Helena, so exceedingly valuable for a harbor, for its proximity to Charleston, and for the command it secures of large rivers, supplying interior communication with the State of South Carolina, has induced me to dispatch a second expedition there, under Commander Drayton, with orders to hold Otter Island until General Sherman is prepared to assume military occupation of it, when he will transfer the fort to his troops.

I have also dispatched Commander C. R. P. Rodgers to make a reconnoissance of Wassaw Inlet [Creek], in order to ascertain the position and force of the enemy's battery there information which the commanding-general has expressed to me his desire to obtain before landing troops on Tybee Island.

The Department will have the goodness to observe that, in the necessary occupation of St. Helena Sound and of Tybee Roads, and in the examination of Wassaw Inlet [Creek], a large number of the vessels of my squadron is engaged, which will be released and employed on blockading duty as soon as Otter and Tybee islands are held by the Army.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, commanding U. S. S. Wabash.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 1, 1861.

SIR: You will proceed in the gunboat *Ottawa*, accompanied by the *Pembina*, to Tybee Roads and deliver the enclosed dispatch to Commander Missroon, who will explain further the objects I have in view.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, etc.

Commander C. R. P. RODGERS,

U. S. S. Wabash, Port Royal Harbor.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Missroon, U. S. Navy, commanding U. S. ship Savannah.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 1, 1861.

SIR: This letter will be placed in your hands by Commander C. R. P. Rodgers, the captain of this ship, who will communicate to you the desire of the commanding general and myself to obtain an approximate

knowledge of the position and force of the enemy's battery south of Big Tybee Island, of which the reconnoissances by land made by Captain Gillmore, of the Engineers, and the one communicated by yourself, were unable to acquire any satisfactory information.

The examination by land having proved insufficient, I have determined to attempt a reconnoissance by water, and Commander C. R. P. Rodgers has been assigned to this duty under your direction.

The gunboats *Ottawa* and *Pembina* go with him, and to these you will add such other vessels as you may think expedient.

The main object of the reconnoissance will be to "clear up this point," to use the language of the commanding general in an official communication to me of this morning, "whether the enemy's battery is on the South Tybee Island, or further south," or, in other words, "whether it is on Little Tybee Island or Great Wassaw Island."

And this I beg you not to lose sight of. You will please remember that according to the Memoir of the Coast of Georgia, by A. D. Bache, the superintendent of the Coast Survey, Wassaw Inlet [Creek] "is difficult to enter and has not been surveyed," and further that the vessels of the squadron are about to be employed on other and important service.

I enjoin it upon you, therefore, not to allow any risk to be incurred, neither from an encounter with batteries, the force of which is wholly unknown, nor from too near an approach to shoals and bars, the depth and currents of which have not been determined.

I shall rely upon your best judgment to see that my wishes herein are carefully complied with, and that the further prosecution of the original projects of the expedition are not crippled by the unnecessary exposure of the efficient vessels of the fleet.

Your own acquaintance with the ground, gained while on the blockade, will enable you to furnish Captain Rodgers with valuable suggestions.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander J. S. MISSROON,
U. S. Ship Savannah, off Savannah, Ga.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, advising the occupation of Otter and Tybee islands.

HEADQUARTERS EXPEDITIONARY CORPS,
Hilton Head, S. C., December 2, 1861.

COMMODORE: I have received detailed reports from engineer officers sent to reconnoiter St. Helena Sound and Tybee Island, and have come to the conclusion that the best interests of the service will be advanced by the occupation of Otter Island, and propose doing so as soon as the proper ordnance can be arranged.

It is important, too, that Tybee Island should be occupied as soon as practicable, otherwise there are some fears that the enemy may do so, he having landed quite a large force at Pulaski during the past few days, and probably for that purpose.

But to know how large a force it would be judicious to place on Tybee Island I think a knowledge of the position of the enemy's battery south of it is necessary, as well as the force he has there. Captain Gillmore

reports that he was unable to ascertain whether the enemy's battery is on the South Tybee Island or farther south, but that the indications are, from the top of a derrick in sight, that it is on the former. Captain G. had not the means of ascertaining this point, which I hold is of importance.

Can not the gunboats down there clear up this point?

The occupation of Tybee will naturally have two objects—covering the channel in the absence of any naval force and the reduction of Pulaski. The first object only can now be effected until a proper armament from the North is obtained. The last object can be of essential importance, even though it be only partially effected, as a demonstration to assist another operation.

It is necessary also to state that if these occupations be now made they may seriously affect the promptitude of the continuation of our expected departure.

I remain, commodore, yours, truly,

T. W. SHERMAN,
Brigadier-General, Commanding.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, regarding cooperation.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 2, 1861.

GENERAL: I have this moment received your official communication of to-day, and I hasten to assure you of my hearty cooperation in carrying your plans into execution.

I had already anticipated your wishes in respect to Wassaw by dispatching Captain C. R. P. Rodgers to Tybee with instructions to the commanding officer, Commander Missroon, to make such reconnoissance in force as would determine the position and power of the enemy's battery on the south.

Captain Rodgers was compelled by the fog to put back. He will leave again to-morrow morning, and I shall have the pleasure to send by the earliest moment a copy of Commander Missroon's report.

Very respectfully, your most obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Brigadier-General SHERMAN,
Commanding Expeditionary Corps, etc., Hilton Head.

Report of Flag-Officer Du Pont, U. S. Navy.

U. S. FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 6, 1861.

SIR: I have the honor to inform the Department that the fortifications at Wassaw Island have been abandoned by the rebels, after removing the guns, cutting up the platforms, and breaching one face of the fort.

For the circumstances attending this important discovery, and the temporary occupation of the waters of Wassaw Sound, as well as for a knowledge of the inner and ultimate line of defense selected by the enemy, I have the pleasure to refer to the accompanying report of

Commander C. R. P. Rodgers, upon whose skill and judgment I relied for the execution of this undertaking.

Wassaw Inlet [Creek] and Sound constitute a second entrance into Savannah River, and as 21 feet can be carried over the bar at high water, this passage is but little inferior to Tybee entrance.

The highest point reached by Commander Rodgers was about 8 miles from Wassaw Bar, about 10 from Savannah, and between 4 and 5 from Thunderbolt, on one side, and Montgomery, [Ga.], on the other. These last two places are described in the Coast Survey memoirs and reports.

I attach the highest value to this possession, but I must confess that the addition of the occupation of St. Helena Sound, Tybee entrance, and Wassaw Sound by the Navy to the demands upon the force which the Department has so liberally placed at my disposal threatens to embarrass the duties of the blockade and to postpone some other operations.

I hope, therefore, that the Department will find it possible to supply me with more gunboats and other vessels of that class, propelled by steam, having which I will venture to indulge in the expectation that the whole of the seacoast of Georgia and a great part of that of South Carolina will be under the flag of the United States at no distant period.

I have the honor to be, sir, respectfully, your obedient servant,
S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Commander Rodgers, U. S. Navy.

U. S. FLAGSHIP WABASH,
Port Royal Harbor, December 6, 1861.

SIR: On yesterday morning I left Tybee Roads before daylight with the steamers *Ottawa*, *Seneca*, and *Pembina*, and crossed the bar of Wassaw Sound at half tide, not having less than 18 feet water upon it.

We approached the fort on Wassaw Island within a mile, and seeing neither guns nor men we did not fire, but I sent Lieutenant Barnes to it with a white flag.

He found it an enclosed octagonal work, with platforms for eight guns on the water faces. The land faces were protected by abattis. The work was well constructed. The guns had been removed, the platforms cut, the magazine blown up.

From the freshness of the footprints and other signs, it appeared to have been abandoned very recently. Adjoining the fort are huts or sheds for a large garrison. Some lumber and bricks remain; everything else had been carried away.

We immediately pushed on to Cabbage Island, where we had been led to look for another battery, but there has been nothing of the kind there.

We went to the mouth of the creek, through the Romerly Marsh, and to the mouth of Wilmington River.

From the mouth of Wilmington River we observed a battery, bearing from us about N. W. by W. $\frac{1}{2}$ W., and distant about 3 miles.

It is on the river and just above a house with a red cupola, which is one of the Coast Survey's points of triangulation, and is about 10 miles from Savannah. Between the house and fort was a large encampment, but we could not count the tents. We counted five guns, apparently of large caliber, on the face of the battery toward us. We could only see one gun upon the other face, but there may have been more.

We were near enough to see the men on the ramparts and the glistening of their bayonets.

We saw several small vessels; some of them in Romerly Marsh were in tow of a small steam tug, but they were all beyond our reach.

Upon Little Tybee Island we could see no earthworks, but we could not get nearer to it than 2 miles because of the shoals.

In coming out of Wassaw Sound at high tide we had not less than 21 feet water on the bar.

Returning to Tybee Roads at 1 o'clock, I landed and made a reconnoissance on foot with the marines of the *Savannah* and detachments of small-arms men from that ship and the *Ottawa*. Upon reaching the mouth of Lazaretto Creek, having no boats in which to cross, our progress was stopped. We waited until low tide, but the creek was unfordable.

I was able, however, with the assistance of Lieutenant Luce, to observe from the top of a tree the position in which a battery has been supposed to exist, and I am satisfied that there is no battery there. The spar which was mistaken for a derrick is simply a place of lookout, and there was no appearance of any earthwork or position for guns. A battery in such a place would be of no use whatever. There may, however, have been a signal gun placed there, as the dune upon which the spar is raised is upon the southeastern part of Little Tybee Island, and is a commanding point of observation.

I have to thank Lieutenant Commanding Stevens for the most earnest, cordial, and efficient cooperation, and also Lieutenants Commanding Ammen and Bankhead, whose vessels were always in the right place and always well handled.

I have the honor to be, very respectfully, your obedient servant,
C. R. P. RODGERS,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

*Reconnoissance of St. Helena Sound and Ashepoo and Coosaw rivers,
South Carolina, December 5-9, 1861.*

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding Confederate operations in the Coosaw River.

PORT ROYAL, S. C., *December 5, 1861.*

COMMODORE: I have just received information of a reliable kind, given to me by negroes who have been engaged on the works; that the rebels are constructing a strong pile work across the channel of the Coosaw River about a mile above the brickyard which lies at the junction of Beaufort and Coosaw rivers; also another one across Whale Branch, between Port Royal Ferry and Whale Island. I deem it important to communicate this to you at once, in order that such steps may be taken in the matter as you may think necessary.

I am ready to cooperate with you in any way to prevent this work going on, and at any rate will take possession of Port Royal Island as soon as practicable.

Yours, very truly,

T. W. SHERMAN.

Flag-Officer S. F. DU PONT.

P. S.—We shall get one regiment up there early to-morrow. Will you send a gunboat or two to cover the first landing?

T. W. S.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, placing the U. S. S. Pembina at his service.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 6, 1861.

GENERAL: I have the pleasure to enclose to you the report of an interesting reconnoissance made by Commander Rodgers in Wassaw Inlet and Sound.

When I received your note last evening all the gunboats were absent, but I am about sending up the river the *Pembina*, to be useful to you and at your service.

Very respectfully, your most obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Brigadier-General T. W. SHERMAN, U. S. Army,
Commanding Expeditionary Corps, etc.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, requesting protection of gunboats at Otter Island.

HEADQUARTERS EXPEDITIONARY CORPS,
Port Royal, S. C., December 7, 1861.

COMMODORE: It is desirable to send our troops and ordnance to Otter Island by the inland passage, and to use that passage in our communication with that island. In the meanwhile I am compelled to ask of you the service of a couple of gunboats to go to and remain at that island until the guns are landed and mounted. If you are pleased to thus assist us in this matter, will it not be practicable to send the gunboats by the inland passage with our first vessels? If you can do this, please inform me, and I will give you timely notice when we shall be ready to send our troops and ordnance.

I remain, commodore, with highest regard,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding Blockading Squadron.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, responding to request regarding Otter Island.

U. S. S. WABASH,
Port Royal, December 7, 1861.

GENERAL: I have four vessels in St. Helena Sound, under Commander Drayton, one of them, the *Dale*, especially ordered to hold Otter

Island and cover the passage to Charleston, so you can send forward your troops and ordnance as soon as ready.

In haste, respectfully and truly,

S. F. DU PONT.

Brigadier-General SHERMAN, U. S. Army,
Commanding Expeditionary Corps, etc.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of expedition.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 12, 1861.

SIR: I have the honor to transmit to the Department a report of Commander Percival Drayton of a second expedition to St. Helena Sound, made under his direction and consisting of the sloop *Pawnee*, Commander Drayton; the gunboat *Unadilla*, Lieutenant Commanding Collins; the armed steamer *Isaac Smith*, Lieutenant Commanding Nicholson; the sloop *Dale*, Lieutenant Commanding Truxtun, and the U. S. surveying steamer *Vixen*, Mr. Boutelle, assistant Coast Survey.

Commander Drayton left this port on the 5th instant and proceeded farther up the Ashepoo than on the previous occasion, and landed on Hutchinson's Island, where he found that all the buildings, including the negro houses, and the picked cotton had been burned two days before. An attempt had been made at the same time to drive off the negroes, some of whom had been shot in their efforts to escape. Commander Drayton draws a most painful picture of the condition of the negroes, especially the aged and infirm.

He afterwards explored the Coosaw as far as the entrance to Beaufort [Brickyard] Creek. Here he witnessed a similar scene of desolation, and such was the destitute state of the negroes that he was induced by their earnest entreaties to bring some of them to Otter Island, where they were supplied with food by his order.

The *Isaac Smith* and *Dale* remain at Otter Island to assist the army in its maintenance.

Very respectfully, your most obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Commander Drayton, U. S. Navy, commanding U. S. S. *Pawnee*.

U. S. S. PAWNEE,
Port Royal Harbor, December 9, 1861.

SIR: In obedience to your order of the 4th instant, I proceeded to sea at daylight of the 5th, accompanied by the gunboat *Unadilla*, Lieutenant Commanding N. Collins; steamer *Isaac Smith*, Lieutenant Commanding J. W. A. Nicholson, and Coast Survey steamer *Vixen*, Captain Boutelle, and reached the anchorage off the fort on Otter Island, St. Helena Sound, at midday. In the course of the afternoon, some negroes coming on board and reporting that there was a body of soldiers at the entrance of Mosquito Creek, a place up the Ashepoo where the inland route to Charleston commences, I proceeded as far as that place, when

the night coming on, obliged me to return. I saw, however, no signs of the presence of white people, excepting that some buildings, which I discovered the next day to have been on Hutchinson's Island, were burning. On the morning of the 6th the U. S. S[hip] *Dale*, Lieutenant Commanding W. T. Truxtun, appearing off the harbor, I sent the *Isaac Smith* to tow her in, a pilot being furnished by Captain Boutelle.

Unfortunately, however, when halfway up, the *Dale* stuck fast, and as it was then about high water, no exertion could get her afloat until 11 o'clock of that night, when she was forced into deep water without having suffered any apparent injury and towed the following morning by Captain Boutelle in the *Vixen* around Morgan Island, this having become necessary, owing to her having forced over the shoal which divides that channel from the one she was in originally. So soon as she was safely at her anchorage near us, I proceeded up the Ashepoo with the *Unadilla*, *Isaac Smith*, and *Vixen*, to examine that river farther up than I had been able to do on the previous occasion. On approaching Mosquito Creek we saw a picket of soldiers who took to their horses, however, on our approach, and escaped into the woods, hastened perhaps in their flight by a shot or two which were thrown after them.

Continuing up the river, I landed on Hutchinson's Island, and found that two days before all the negro houses, overseer's houses, and outbuildings, together with the picked cotton, had been burned. The attempt had at the same time been made to drive off the negroes, but many had escaped, although some of their number, they said, had been shot in attempting to do so. The scene was one of complete desolation; the smoking ruins and cowering figures which surrounded them, of those negroes who still instinctively clung to their hearthstones, although there was no longer there shelter for them, presented a most melancholy sight, the impression of which was made even stronger by the piteous wailing of the poor creatures, a large portion of whom consisted of the old and decrepit. We were not able to leave until sometime after dark, and singular enough the moment we were fairly underway, a bright signal light was burned on the very plantation we had just quitted, showing that some of the blacks, for there was certainly no white man there, were communicating the fact of our departure. On the following morning, with the same vessels, I started to explore the Coosaw River, but very soon after leaving, the *Unadilla*, unfortunately, was completely disabled by the breaking of a main crosshead, and I was obliged to leave her at anchor and continue on with the other two vessels. When off Fort Heyward, I left the *Isaac Smith*, it not being quite safe to take so long a vessel higher up, and continued in the *Vixen* as far as the entrance of the Beaufort [Brick-yard] Creek, to a place called the Brick-Yards, where I had been told there was either a fort or a guard of soldiers. Nothing, however, being seen of either, I anchored off a plantation belonging to Mr. Bythewood, close by, for the purpose of getting information, as I saw a great many negroes there. On landing, I found that a short time previously the cotton house, with its contents, had been burned, and all of the negroes that could be caught had been taken away. Here were large numbers of those, however, who had left Hutchinson's Island after their houses had been burned, and who, with their household effects piled up about them, lined the beach. Some of them begging to be permitted to go to Otter Island, saying that they had neither shelter nor food, were taken back with us.

Late in the afternoon I returned down the river, reaching our anchorage off Fort Otter at sunset, the *Unadilla* having been towed to the

same place by the *Isaac Smith*. As I did not see that the services of the *Pioneer* were any longer necessary in St. Helena Sound, and thinking it important to get the *Unadilla* as soon as possible to a place where her engines could be repaired, I determined this morning to tow that vessel to Port Royal Harbor, which I have done, reaching here in company with the *Vixen* at half past 7 this evening. In obedience to your instructions, before leaving I transferred the charge of the fort and adjacent waters to Lieutenant Commanding Nicholson, who, with the *Isaac Smith* and *Dale*, will remain there until he receives further orders from yourself.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron, Port Royal Harbor.

P. S.—As about a hundred and forty negroes, most of them in a very destitute condition, had collected at Otter Island before my departure, I directed Lieutenant Commanding Nicholson to see that they were supplied with food until some disposition could be made of them, or until he heard from you.

Very respectfully,

P. DRAYTON.

Letter of Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the movement of troops.

HEADQUARTERS EXPEDITIONARY CORPS,
Port Royal, S. C., December 6, 1861.

COMMODORE: I send to-day some troops to Beaufort, which are about starting. I think it would be proper to have a gunboat or two there at the first landing.

I also send to-day a small force to occupy Tybee Island, though unable to send any guns for the intrenchments just yet.

Very respectfully,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding, etc., Wabash.

Report of Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, regarding the capture by that vessel of the British ship Cheshire, December 6, 1861.

U. S. S. AUGUSTA,
Off Charleston, December 9, 1861.

SIR: I have the honor to report that on the 6th instant we took as a prize, about 12 miles E. S. E. of Tybee light, the ship *Cheshire* (one of the vessels we have been notified to look out for), James Craig, master, of and from Liverpool, with a clearance for Halifax or Nassau, for attempting to run the blockade of Savannah.

When coming out over Port Royal Bar we saw her, and as she was too far outside the stone vessels to belong to them, and too far to seaward to be properly standing offshore, with courses hauled up, as hers were, we gave chase.

Her master says he had orders to call off Savannah and see if the blockade was raised, and among her papers is a mutilated letter to that effect.

He pretends he had been off Savannah since the morning of the 5th, waiting to communicate with one of our ships, but the crew say she stood seaward out of sight of land on first making it.

She had on board seven persons not mentioned in her papers. One of them, Thomas Stone, at first said he was a passenger to Nassau, but afterwards that he was supercargo. He is without doubt the real captain.

I enclose a list of the acknowledged cargo. A more thorough examination than I have had an opportunity of making will, perhaps, discover arms.

I towed her as far as off Charleston, and thence sent her to New York in charge of Acting Master Nathan B. Heath, with a master's mate and 10 men.

The master and most of the crew of the *Cheshire* remain on board this ship.

I am, respectfully, your obedient servant,

E. G. PARROTT,
Commander.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, U. S. S. *Wabash*.

Abstract log of the U. S. ship Savannah.

December 6, 1861.—Off Tybee Island. From meridian to 4 p. m.: Light N. E. breezes, with passing clouds; several steamers and sail vessels in the offing, and a ship under English colors with a United States steamer in chase. About 12:30 heard the report and saw the smoke of two guns discharged from the steamer. The strange sail hove to, then clewed up and furled the courses, and was taken in tow by the steamer, which proved to be the *Augusta*, by an exchange of numbers with the *Alabama*, which subsequently passed within signal distance on her way to the anchorage off Tybee Island. Learned afterwards that the vessel in tow of the *Augusta* was the ship *Cheshire*, a prize. Vessels in sight at the time of her capture, at the anchorage, the U. S. steamers *Flag*, *Pocahontas*, *Seneca*, and this ship.

ANDREW W. JOHNSON,
Lieutenant.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Lanier, U. S. Navy, regarding the towing of the stone fleet to Port Royal, S. C.

FLAGSHIP *WABASH*,
Port Royal Harbor, S. C., December 6, 1861.

SIR: You will please proceed to Tybee Roads and report to Commander Missroon, of the U. S. sloop *Savannah*, for the purpose of towing up to this port the vessels of the stone fleet, beginning with those most disabled.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag Officer, etc.

Commander E. LANIER, U. S. Navy,
U. S. S. *Alabama*, Port Royal Harbor.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, commanding U. S. S. Bienville, to proceed to the blockade of St. Simon's Sound.

FLAGSHIP WABASH,
Port Royal Harbor, December 9, 1861.

SIR: Please proceed with all convenient dispatch and assume the blockade of St. Simon's Sound. You will find herewith some blockading instructions modified in one of the articles; also a list of vessels expected to run the blockade.

You are authorized to get Mr. Tice from the *Flag* as coast pilot.

I am induced to believe that since the more effectual blockade of Charleston and Savannah that St. Simon's Sound is more resorted to in order to forward cargoes from Brunswick.

Please collect all the information you can in reference to the coast defenses, the feelings of the people, etc.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer, etc.

Commander C. STEEDMAN, U. S. Navy,
U. S. S. Bienville, Port Royal Harbor.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, for a reconnoissance in Ossabaw Sound and Vernon and Great Ogeechee rivers, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 10, 1861.

SIR: You will please take under your command the gunboats *Ottawa*, *Seneca*, and *Pembina* and armed steamer *Henry Andrew* and proceed to Ossabaw Inlet, where you will undertake a reconnoissance similar to that made at Wassaw, extending your examination, if prudent, into Ossabaw Sound, up the Vernon River so far as to sight Vernonburg, and to a convenient distance up the Great Ogeechee River.

You will be guided in this reconnoissance by the instructions given in the previous reconnoissance to Wassaw, to Commander Missroon, to whom you will please report and show these orders.

Wishing you a repetition of your former success,

I am, very respectfully, your most obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander C. R. P. RODGERS,
Commanding U. S. S. Wabash, Port Royal Harbor.

Report of Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Isaac Smith, of a reconnoissance in the Ashepoo River, South Carolina, December 10-12, 1861.

U. S. S. ISAAC SMITH,
St. Helena Sound, December 13, 1861.

SIR: I have the honor to make the following report of my movements since Commander Drayton left me in charge of this place.

On the 10th instant went up the Ashepoo as far as the fort on Fenwick's Island, taking with me boats from the *Dale*, her marine guard, and 40 men, with officers (also 20 contrabands with their boats to get potatoes). Observed no change since my previous visit. Brought down and landed on Otter Island near the fort (which I have named

Fort Drayton, after Commander Drayton, of the *Pawnee*) a quantity of lumber, corn, a corn mill, two horses, one cart, and other articles, to make the contrabands comfortable. Three contrabands came in during the day, reporting the rebels to be obstructing the river about 10 miles above where we had been. Sent them on the island. On the 11th instant, discovering two vessels outside, stood out to ascertain their character; finding them transports with troops to garrison this place, stood back to the anchorage and made all preparations for turning Fort Drayton over to the army. At 4 o'clock, the hour agreed upon, I went ashore with Lieutenant Commanding Truxtun and several officers from each vessel, and formally turned over Fort Drayton, with all the property, contrabands, etc., to Colonel Welsh, the commanding officer of army, my men marching out of the fort as his men marched in. On the 12th instant, again went up the Ashepoo, taking the marines of the *Dale*, and having Colonel Welsh of the army and Lieutenant Commanding Truxtun as passengers. Landed the party at Fenwick's Island Fort to make a reconnoissance, and when finished stood up the river as far as Mosquito Creek. Seeing a picket of several mounted men at a house, which, on a previous visit I had discovered to be their headquarters, I fired at them once with a rifled shot and again with an VIII-inch shell, thus driving them to the woods. I landed the *Dale's* marines and then went on shore and burned their quarters. Proceeded back to anchorage off Fort Drayton.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Capture of the schooner Sarah and Caroline near the mouth of St. John's River, Florida, December 11, 1861.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 20, 1861.

SIR: I have the honor to inform the Department that on the 11th instant the U. S. S. *Bienville*, Commander C. Steedman, when cruising off the Florida coast, chased two schooners off the mouth of St. John's River, captured one, and drove the other into the breakers.

On taking possession of the schooner *Sarah and Caroline*, the name of the prize, she was found deserted by her crew, who had escaped to the other vessel.

The papers on board consisted of her register, clearance, manifest, sundry newspapers, and of letters directed, some of them, to Key West, but mostly to Nassau.

The letters directed to Key West I purpose to send to the authorities there, to enable them to know who are the correspondents of the rebels in that place. The others I enclose to the Department.

The *Sarah and Caroline* was brought into this port by a prize crew, and I directed a board of officers to appraise the value of the vessel and her cargo, and to ascertain her seaworthiness.

Their report is enclosed, wherein they decide against the feasibility of sending her north at this season of the year.

I have therefore shipped her cargo, consisting of 60 barrels of turpentine, on board the brig *Belle of the Bay*, Holloway, master (as per

triplicate bill of lading enclosed), bound to New York, and consign the same to the judge of the U. S. district court or to the U. S. prize commissioners, city of New York, to whom were enclosed the register, clearance, and manifest of the prize, together with a statement of the circumstances of her capture, the report of the board of officers, and duplicate bill of lading.

I avail myself of this opportunity to request the Department to send me a copy of the Blue Book giving the names of the civil officials with whom in cases similar to the present I may have to communicate.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Report of Commander Steedman, U. S. Navy, commanding U. S. S. *Bionville*.

U. S. S. BIENVILLE,

At Sea, December 13, 1861.

SIR: I have the honor to report that on the afternoon of the 11th, in running down the land to the southward, two sails were discovered. I immediately gave chase and succeeded in capturing one of them, a pilot-boat schooner, named the *Sarah and Caroline*, of Jacksonville, Charles Brown, master. The other one I drove into the breakers at the mouth of the St. John's River.

When the *Sarah and Caroline* was taken possession of by our boats they found that the crew had deserted her and gone on board the other schooner. Owing to night fast approaching and the extreme danger of swamping our boats, Lieutenant Benham did not consider it prudent to attempt boarding her and getting the crews off. She was therefore left for the night. It was my intention to send my boats early in the morning and see what could be done, if she had not gone to pieces, but during the night a severe northeast blow came on, obliging me to weigh anchor and keep off the land.

I herewith send you her register, clearance, bill of lading, and also some newspapers and letters. She has a cargo of 60 barrels turpentine and was bound to Nassau, New Providence. The only colors found on board were two American flags.

I thought proper to open some of the letters addressed to parties in Nassau, in hopes I might obtain information which would assist me more effectually in carrying on the blockade in this quarter, but you will perceive that the information is very meager. I am, however, satisfied that since the capture of Beaufort and Tybee most of the attempts will be made to run cargoes south of Sapelo. I shall therefore (until another vessel joins me) keep constantly moving between St. Simon's and St. John's, occasionally running a few miles to the southward of the latter place. By doing this, I think I shall be more likely to make captures than if I were to keep constantly in sight of St. Simon's.

In passing Nassau on the chase a small battery developed itself by firing one gun at me at very long range.

I respectfully request that you will please send to me as soon as an opportunity occurs Acting Master's Mate Edward Sheffield and the four men under his command.

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

CHAS. STEEDMAN,

Commander.

Flag-Officer S. F. DU PONT,

Commander in Chief, etc., U. S. Frigate Wabash, Port Royal.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, forwarding extract of letter seized on the prize schooner.

Confidential.] NAVY DEPARTMENT, *January 2, 1861* [2].

SIR: I send for your information the following extract from a letter seized with others on the prize schooner *Sarah and Caroline*.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Extract.]

JACKSONVILLE, FLA., *November 27, 1861.*

DEAR MOTHER: I send this by a vessel that will leave this place for one of the Bahama isles. By the way, there has quite a little trade sprung up between this place and the same island. We get butter, apples, salt, etc., in exchange for turpentine, rosin, etc. But don't blab, for if Seward should hear of it he would put Lincoln up to send a blockading vessel to stop it.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Lanier, U. S. Navy, commanding U. S. S. Alabama, to proceed to the blockade of St. Simon's Sound.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 11, 1861.

SIR: On the receipt of this order you will please proceed to the blockade of St. Simon's Sound, communicating with Commander Steedman in the *Bienville*, and arranging with him as to the best mode of effectually blockading that place and contiguous ones.

Enclosed you will find an order to accompany General Orders, No. 1; also a modification of the blockading instructions and a list of suspected vessels.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer, etc.

Commander E. LANIER,
U. S. S. Alabama, Port Royal Harbor.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the reconnoissance in Ossabaw Sound and Vernon and Great Ogeechee rivers, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 12, 1861.

SIR: In the further prosecution of my examination of the inlets and sounds of the coast of Georgia, I directed Commander C. R. P. Rodgers to take under his command the gunboats *Ottawa*, Lieutenant Commanding Stevens; *Seneca*, Lieutenant Commanding Ammen, and the *Pembina*, Lieutenant Commanding Bankhead, together with the armed steamer *Henry Andrew*, Acting Master Mather, and to proceed to Ossabaw, where he was to inform himself as accurately as possible of the state of things in the inlet and sound and in the Vernon and Great Ogeechee rivers.

It appears that there are no batteries on Ossabaw Island, nor in the Great Ogeechee, up which river he ascended as far as Morrell's Plantation, which he found abandoned.

There is a fort, advantageously placed and well protected by marshes on the side of the land, situated on the eastern end of Green Island. It now mounts eight guns, and is not yet completed. It commands not only Vernon River, but the Little Ogeechee, Hell Gate, the passage from Vernon River into the Great Ogeechee, and even the channel of the latter river.

Commander Rodgers's report is herewith enclosed.

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

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. FLAGSHIP WABASH,
Port Royal Harbor, December 12, 1861.

SIR: I left Tybee Roads before daylight yesterday morning—with the *Ottawa*, *Seneca*, *Pembina*, and *Henry Andreu*—and crossed the bar at Ossabaw soon after 8 o'clock.

Entering and passing up Vernon River, we discovered on the eastern end of Green Island a fort mounting eight guns, apparently of heavy caliber.

Near it is an encampment, where we saw about seventy-five tents. There was a barrack near the fort, and another building was in process of erection. I think the work is not yet completed.

The fort is advantageously placed, and its approaches landward are well protected by marshes. It has three faces, upon two of which guns are mounted. It commands not only Vernon River, but the Little Ogeechee and Hell Gate, the passage from Vernon River into the Great Ogeechee. Its long-range guns will also reach the channel of the Great Ogeechee.

We were exactly 2 nautical miles from the fort, and after observing it carefully, we steamed down the river.

When the *Seneca*, the second vessel of the line, had turned, a well-directed shot was fired at her, apparently from a rifled cannon, which fell not more than 200 yards astern of her.

A shot was also fired at the *Pembina*, apparently from a heavy smoothbore gun, which fell much short.

We did not fire from the vessels, being at too long range for effective practice. Nor was I willing that our simple reconnoissance should be reported, for the comfort of the enemy, as an engagement and repulse.

Passing again into Ossabaw Sound, we entered the Great Ogeechee and steamed up it about 4 miles to Morrell's Plantation and Ossabaw Island, where I landed, but found it abandoned.

There are no batteries on Ossabaw Island for the defense of the sound.

I saw Vernonburg, but could observe no battery, save the one on Green Island.

We saw over the land two or three schooners at the head of Wassaw Sound, which had probably passed from Ossabaw through the Romerly Marshes.

I have to thank Lieutenants Commanding Stevens, Ammen, and

Bankhead, and Acting Master Commanding Mather for very hearty cooperation.

The pilot, Mr. Godfrey, showed much skill, though he had never before been in Vernon River.

Mr. Dennis, of the Coast Survey, accompanied us, and by his familiarity with the topography of the country, rendered me much assistance.

Lieutenant Barnes and Acting Master Preston, of the *Wabash*, at the mastheads with good glasses, carefully observed the shores, and were always on the alert.

I am, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Capture of the ship Admiral, December 12, 1861.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 16, 1861.

SIR: I have the honor to inform the Department that on Saturday last I sent to the port of Philadelphia the prize ship *Admiral*, under charge of Acting Master John E. Rockwell, of this ship, and ten men of the U. S. S. *Alabama*. The crew of the prize will be sent in the *Atlantic* to-day.

The *Admiral* was captured by the U. S. S. *Alabama*, Commander Lanier, on the 12th instant, about 12 miles to the southward of Tybee.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Commander Lanier, U. S. Navy, commanding U. S. S. *Alabama*.

U. S. S. ALABAMA, December 12, 1861.

SIR: In obedience to your order of the 11th instant, which I received this a. m. off Port Royal Bar, at 1 o'clock p. m. I proceeded south.

About 12 or 14 miles to the southward of Tybee I discovered a large ship standing to the westward on the wind. I chased her, brought her to, and on examination of her papers found her to be the ship *Admiral*, cleared from Liverpool for St. John, New Brunswick, 12th September, 1861.

Among his papers is a contract to deliver his cargo, consisting of 376½ tons salt, in bags, also 242 coal, etc., at Savannah.

Believing this ship is a lawful prize, I trust my deviation from your orders will meet your approbation.

I am, respectfully, your obedient servant,

E. LANIER,
Commander.

Flag-Officer SAML. F. DU PONT,
Flagship *Wabash*, Port Royal.

Letter from the Secretary of State to the Secretary of the Navy, transmitting clipping from the New York Evening Post regarding evasions of blockade.

DEPARTMENT OF STATE,
Washington, December 12, 1861.

SIR: In confirmation of the information communicated to this Department by the U. S. consul-general at Havana, in a dispatch, of which a copy has been transmitted to you with my letter of this date, respecting the evading of the blockade by vessels of the insurgent States, I beg leave to enclose herewith a printed slip from the New York Evening Post of yesterday, exhibiting the manner in which such vessels escape observation.

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

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Unstopped rat holes—Curious statement of an English traveler in the South.

We find in an English paper some accounts of a remarkable letter said to have recently appeared in the Edinburgh Daily Review, from a South Carolina correspondent of that paper. The correspondent writes from Charleston, and, says the Examiner, from which we quote—

draws a gloomy picture of the stagnation in that once busy harbor. But, at the same time, he gives us an idea of the way in which the enterprising citizens of the Palmetto State contrive to mitigate, in some degree, the inconveniences of the blockade. He tells how, under the guidance of a friendly cotton planter he made a night journey to a point on the coast, of which he only indicates the position, but which can be no other than the Bull's Bay named by the New York papers as the probable destination of the powerful squadron of war vessels and transports that has lately sailed for Southern waters.

Embarking with the mystery of a conspirator on board a small steam tug laden with the most explosive and combustible goods, this witness for the press is carried down the dreary estuary of the Ashley and Cooper rivers, passing a few dark and rakish privateers and one or two unfinished ships intended for the Confederate Navy. Steaming boldly for the open sea, he and his friend glide by Forts Sumter and Moultrie, which, together with the new earthworks and batteries on shore, appear to make of Charleston a miniature Cronstadt. Creeping along the coast with their hearts ill at ease, for the lights of the blockading frigate shine at no great distance, and the breakers are unpleasantly near, the adventurous voyagers at length get into quiet water in a narrow sound between a low reedy islet and the mainland. They make but slow progress, for the tug has a couple of scows in tow with heavy cargoes of cotton and turpentine, and the channel being of no great depth these are constantly sticking hard and fast upon sand banks.

There shoot forth, however, from secluded creeks and inlets lurking boats by the aid of which the tug is sent forward before the unfriendly dawn can reveal her position to the Federal man-of-war. The little expedition thus reaches in safety the secluded spot where the unconquerable genius of trade has opened a new outlet for the produce of the South. The scene is thus described:

"It was broad daylight when we emerged from this reed-fringed creek upon a space of open water, skirted by broad rice fields dotted here and there with square antiquated houses and contiguous collections of negro huts. But rebellion had made this quiet bay a busy focus of industry, and as we panted up to a new wharf along and near which twenty-six vessels were lying, and I saw the desperate traffic carried on in utter defiance of the blockade, I gave the Southerners credit for greater energy than I had believed possible. Among the ships I observed the notorious privateer *Sumter*, which had arrived the day before with a prize laden with valuable silks and wines, two other privateers and a captured Boston clipper, which was being cut down and pierced for guns. The other vessels were either prizes or merchantmen owned in Liverpool or New York, which, having brought in cargoes of foreign goods and munitions of war, were being loaded with rice, cotton, and turpentine. Nearly all the cotton, it was stated, would find its way to New England. Five ships, I was

told, had sailed during the night. It was from this harbor that Mr. Slidell and his friends sailed for Cuba on their way to Europe, and until its whereabouts is discovered and the mouths of these inlets effectually closed with stone, or sunk lighters the blockade is a mere sham and the trade with Charleston virtually open."

In the course of a tour through the adjoining States the special correspondent found other ports where a thriving import and export business appeared to be carried on without the slightest concealment or chance of interruption. At Wilmington, N. C., no hostile squadron had ever troubled the repose of the prosperous and contented merchants, the embouchure of Cape Fear River having apparently been overlooked by the official geographers of Washington.

Letter from the Superintendent U. S. Coast Survey to the Secretary of the Navy, transmitting a sketch of places on the coast of South Carolina and Georgia in possession of the United States.

COAST SURVEY OFFICE,
Washington, December, 1861.

DEAR SIR: With this I send a copy of a geographical sketch * prepared by Assistant C. O. Boutelle, U. S. Coast Survey, whose services have been so distinguished at Port Royal and the vicinity, giving the chief localities of operations between St. Helena, S. C., and Tybee, Ga.

Very respectfully, yours,

A. D. BACHE,
Superintendent.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, forwarding information regarding the blockade runner Isabel.

NAVY DEPARTMENT, December 13, 1861.

SIR: The following extract from an intercepted letter, dated Charleston, November 13, 1861, is submitted for your information:

I have just written you by the *Isabel*, a steamer which will attempt to run the

* This map is omitted as not necessary to publish, but upon it is shown the location of places in possession of the United States forces, December 12, 1861, as follows:

1. Forts Walker and Beauregard, Port Royal, taken in naval action, November 7, 1861.

2. Beaufort, S. C., occupied by naval forces, November 9, 1861, and by army forces, December 7, 1861.

3. Battery at Braddock's Point, on southeastern extremity of Hilton Head Island, seized by the Army November 8, 1861.

4. Battery on northeastern extremity of Tybee Island, seized by the Navy November 24, 1861.

5. Fort on southeastern extremity of Otter Island, St. Helena Sound, seized by the Navy November 25, 1861.

6. Fort at Sam's Point, in Coosaw River, at northeastern extremity of Ladies' Island, seized by the Navy November 25, 1861.

7. Fort on Fenwick's Island, on left bank of Ashepoo River, and about 2 miles from mouth.

8. Battery on northeastern extremity of Great Wassaw Island, Wassaw Sound, seized by the Navy December 5, 1861.

9. Port Royal Island, occupied by the Army December 7, 1861.

There are also shown Confederate forts, as follows:

Confederate fort on right bank of Wilmington River, Georgia, at "Red House," and about 2 miles from mouth, reconnoitered by the Navy December 5, 1861.

Confederate fort on left bank of Vernon River, Georgia, near mouth of Little Ogeechee River, reconnoitered by the Navy December 11, 1861.

Fort Pulaski, at mouth of Savannah River, and Fort Jackson, near Savannah.

—COMPILERS.

blockade on Friday, but there is also a Spanish vessel which will leave the port of Georgetown, [S. C.], this week, and I shall send a few lines by her also.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer SAML. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the collection of abandoned cotton.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 13, 1861.

SIR: In one of my previous letters I informed the Department that I intended to collect the cotton in this vicinity which had been abandoned by the owners, and was to be regarded as a munition of war.

I proceeded so far as to procure the employment of some intelligent negroes in ginning the new cotton, and to collect a few bales of the old, and a small quantity of unginning cotton in bulk. But I very soon discovered that there existed two objections to the further prosecution of my purpose which I had not foreseen. One was the peril to which it exposed the unfortunate negroes, and the other the time and labor consumed in the operation—enough to interfere with the military movements of the squadron.

Most of the bales collected are reserved for the protection of the *Pawnee's* machinery. The remainder, with the loose cotton, is sent home in the brig *Ellen P. Stewart*, A. H. Cain, master (consigned to the navy agent in Philadelphia as per bill of lading enclosed), subject to the order of the Department.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, to proceed to blockade duty in Tybee Roads.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 13, 1861.

SIR: You will please to proceed to Tybee Roads and report to Commander Missroon for blockading duty at that place.

Very respectfully, etc.,

S. F. DU PONT,
Flag Officer, etc.

Commander J. P. GILLIS,
U. S. S. Seminole, Port Royal Harbor.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Missroon, U. S. Navy, regarding United States-vessels in Tybee Roads.

FLAGSHIP WABASH;

Port Royal Harbor, S. C., December 13, 1861.

SIR: I have directed Commander Gillis to report to you on the sloop *Seminole* for blockading duty, and you will please send to Port Royal Harbor the *Flag* and the *Pocahontas*.

I recommend that you send the *Seminole* to sea when vessels appear in the offing without giving an account of themselves.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer, etc.

Commander J. S. MISSROON,
U. S. Ship Savannah, Tybee Roads.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Budd, U. S. Navy, to proceed to blockade duty off North Edisto.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 14, 1861.

SIR: On the receipt of this order you will proceed off North Edisto and assume the blockade of that place.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer, etc.

Acting Volunteer Lieutenant T. A. BUDD,
U. S. S. Penguin, Port Royal Harbor.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting information regarding the British schooner Parliament.

NAVY DEPARTMENT, *December 14, 1861.*

SIR: I herewith enclose an extract from a dispatch, addressed to the Secretary of State and communicated to this Department on the 12th instant from the U. S. consul at Havana, in relation to the English schooner *Parliament*, reported to have run the blockade at Savannah and to have taken in a cargo of munitions of war at Havana for some Southern port. I also submit for your information the following extract from a letter written at Cardenas, November 3:

There is a schooner here called the *E. J. Waterman*, of and from Charleston, S. C., that has run the blockade seven times. She came here consigned to the American vice-consul, who sold her cargo, which consisted of rice, etc. I expect that he has bought her return cargo, as she has commenced taking on sugar and molasses. She flies the rebel flag as bold as we can ours.

She is going to try to get back into Charleston.

I am, respectfully, etc.

GIDEON WELLES.

Flag-Officer Saml. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure—Extract.]

U. S. CONSULATE-GENERAL IN CUBA,
Havana, November 27, 1861.

* * * * *
The English schooner *Parliament*, lately an American vessel, which ran the blockade at Savannah, as before reported, is now loaded and ready to sail with a cargo of munitions of war for some Southern port. Mr. Crawford has stated that he has requested from the British admiral on this station a man-of-war to convey this vessel beyond the reach of American steamers of war, supposed to be in the waters of this vicinity. I am informed also to-day that the English schooner *Eugenia Smith*, Captain Smith, of New York, with munitions of war, etc., is dispatched for Matamoras by the British consul himself, accompanied by a request to the authorities of this port that her manifest be kept from the public.

These two last circumstances do not reach me from official sources, but I do not doubt their truth. * * *

I am, sir, with great respect,

R. W. SHUFELDT,
Consul-General.

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

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, proposing a reconnoissance in Broad River.

PORT ROYAL, December 15, 1861.

COMMODORE: Will any one of your gunboats be so disengaged to-morrow as to be able to run up Broad River to examine the entrance into the river leading up to Port Royal Ferry? If any one could go by 9 o'clock, I would like to accompany it.

Yours, very truly,

T. W. SHERMAN.

Flag-Officer S. F. DU PONT,
Commanding, etc.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the destruction of a schooner, December 15, 1861, off St. Andrews.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 21, 1862.

SIR: I have the honor to report that Commander C. Steedman, of the *Bienville*, on the 15th of December last, drove on shore and subsequently set on fire a schooner off St. Andrews, attempting to run the blockade, loaded with coffee, cigars, blankets, shoes, etc. She was from Havana.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Ringgold, U. S. Navy, commanding U. S. ship Sabine, to proceed to New York for repairs to that vessel.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 17, 1861.

SIR: On account of the great toil and exposure to which your crew would be necessarily subjected in obtaining water for your ship from the wells on shore, and of the injuries to your vessel, sustained in rescuing the officers and men of the marine battalion from the wreck of the *Governor*, I have concluded to send the *Sabine* north.

You will therefore proceed to New York, cruising on the way, and upon your arrival there you will please to report to Flag-Officer H. Paulding, commanding the U. S. naval station, New York.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Captain CADWALADER RINGGOLD,
Commanding U. S. Frigate Sabine, Port Royal Harbor, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, regarding the stations of certain vessels for blockade duty.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 17, 1861.

SIR: As soon as you are ready, please proceed with the *Susquehanna* under your command and assume the blockade of St. Simon's, remaining underway or at anchor as you may deem best. Many vessels are expected from England just now to run the blockade somewhere on the coast, and St. Simon's may be resorted to.

You will please direct Commander Steedman, in the *Bienville*, to cover Fernandina, and Commander Lanier, in the *Alabama*, to cover Wassaw and Ossabaw inlets. The first is now the only access to Savannah with deep water; the latter will also admit vessels which can transmit their cargoes to Savannah.

Please collect any information you can, should the opportunity offer, as to the condition and defenses of any portion of the coast.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer, etc.

Captain J. L. LARDNER,
U. S. S. Susquehanna, Port Royal Harbor.

*Reconnoissance in North and South Edisto rivers, South Carolina,
December 17--21, 1861.*

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 12, 1861.

SIR: You will please take the *Seneca* with your command and proceed to make an examination of South Edisto, North Edisto, and Stono inlets.

The object of this examination is to ascertain how far the entrance to these inlets is guarded, but in doing this you will avoid an engagement, and not go farther than is necessary to draw the fire of the enemy and make a reconnoissance in force.

Any information you may be able to collect at Stono, either in regard to strength of the enemy in batteries or otherwise, or in regard to the landing of troops, will be very valuable.

As soon as this duty is performed, you will please return to this place to make a report of your proceedings.

Very respectfully, etc.,

S. F. DU PONT,
Flag-Officer, etc.

Commander P. DRAYTON,
U. S. S. Pawnee, Port Royal Harbor.

P. S.—The last order in closing paragraph so far modified that you will please proceed off Charleston Bar before returning to Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting additional report.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 23, 1861.

SIR: I have the honor to transmit to the Department a report by Commander Drayton of a reconnoissance in North Edisto River and the adjacent waters. He discovered a fort there, consisting of two redoubts for five guns each, connected by a curtain and protected in the rear by palisades formed of thick plank.

The cotton houses and outbuildings were set on fire on his approach. Hearing that there were 500 of the enemy at Rockville, [S. C.], a small town in the vicinity, he advanced upon them, and found that the encampment, which had been occupied some four months was deserted a few hours before his arrival in such haste that the soldiers had taken only their arms, leaving their camp equipage and provisions behind them.

Captain Drayton took on board the tents and provisions and a quantity of cotton. He left the *Penguin*, Lieutenant Commanding Budd, in possession of the fort.

Captain Drayton next entered the South Edisto, where he found similar fortifications deserted and destroyed. He also communicated with Lieutenant Commanding Truxtun, who reported that everything was quiet in St. Helena Sound, and the fort there was being rapidly repaired and put in a state of defense. Captain Drayton brought in two prisoners.

The cotton taken by Captain Drayton I have shipped on board the coal schooner *M. A. Schindler*, Ireland, master, bound to Philadelphia, consigned to James S. Chambers, navy agent (as per bill of lading enclosed), subject to the orders of the Department.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee.

U. S. S. PAWNEE,

Port Royal, S. C., December 21, 1861.

SIR: In obedience to your order of the 14th instant, I left this harbor at daylight of the 16th, accompanied by the gunboat *Seneca*, Lieutenant Commanding Daniel Ammen, and Coast Survey steamer *Vixen*, Captain O. O. Boutelle, but at the bar found that the heavy northeaster which was blowing had raised such a sea as to render it out of the question to attempt entering the rivers which I was directed to examine. I therefore returned to my anchorage, which I left a second time, however, on the following morning, and reached the North Edisto at 2 o'clock. Shortly after I crossed the bar with the *Seneca*, piloted in by Captain Boutelle in the *Vixen*, which vessel he, however, left when we were inside for the *Pawnee*, his vessel remaining astern of us. At this time we could plainly perceive fortifications ahead, on Edisto Island, distant a mile and a half. As it was reported to me that they were filled with men, I commenced firing slowly from my bow guns, as did the *Seneca*, but receiving no answer soon ceased, and running by the batteries, anchored in the North Edisto River. On landing I found the fort, which was entirely deserted, to consist of two redoubts for five guns each, connected by a long curtain, and protected in the rear by a double fence of thick plank, with earth between and loopholed. The guns, as the negroes informed me, had been all removed toward Charleston some weeks back.

While I was making this examination, Lieutenant Commanding Ammen had proceeded up the river for about 5 miles, the effect of which was immediately apparent in the firing of cotton houses and out-buildings. As during the night some negroes came on board and informed us that at the small town of Rockville, which was in full sight, was a large encampment of soldiers, at least 500, and Captain Boutelle offering to go up the creek on which it was, I determined to make them a visit in the *Vixen*, and at daylight of the 17th went on board of that vessel for the purpose, taking with me the marines and boats of the *Pawnee* and *Seneca*, under charge of Acting Master Snell. Owing to our running ashore, we did not reach the town until near 8 o'clock, a little above which was a sloop laden with cotton and provisions, which I took possession of and had towed alongside. There being still no signs of life on shore, I landed with about 50 men to reconnoiter, and was soon satisfied that the troops had left, as the first thing seen was the negroes pillaging a building in which was a large quantity of commissariat stores, consisting of rice, sugar, bacon, corn, etc. This I stopped at once and had what remained removed to the *Vixen*. Being then informed that the camp, which was a mile from the water, was entirely deserted, I went there, but although, so far as I could learn, the troops had left at daylight, and it was then only a little after 8, the negroes, whom I found as busy as bees, had removed the most valuable part of what had been left, which was nearly everything excepting their arms. The encampment was a large one, had been occupied for many months, and its late tenants had been evidently in the possession of every comfort. I removed to the boats forty Sibley and four ordinary tents, besides a quantity of articles of no particular value which were lying about, and found at a neighboring house, which seemed to have been used as headquarters, a Confederate flag. Having pretty well cleared the ground of what was worth removing, and being desirous of examining above, I left at 2 o'clock, and proceeding up the river with the *Vixen*, not liking to trust the *Pawnee* in so narrow a

channel, came on the *Seneca*, which had started at 9 o'clock to explore, fast on a mud bank. We remained by her until 9 o'clock, but found it impossible to pull her off, owing to the night tide not being as high as the morning one. While lying here, however, I sent the boats and burned a sloop which had run ashore some distance beyond, while attempting to escape from the *Seneca*, and which could not be got afloat. The *Vixen* afterwards returned for the night to the neighborhood of the *Pawnee*, but went back at daylight of the following morning with a party of men and boats from this vessel to lighten the *Seneca*, which vessel was got off at high tide. While the *Vixen* was running up the river for this purpose she came on a small sloop laden with cotton, from which two white men were taken, whom I now have on board as prisoners.

As in the meantime nearly a hundred and fifty negroes, all in a great state of alarm, had collected on board of the different vessels, I determined to land them on the point and call in the U. S. S. *Penguin*, which was cruising off the port, and to leave Lieutenant Commanding Budd in charge of the river, after my departure, until he could hear from you. Captain Boutelle was kind enough to go out in the *Vixen* and pilot the *Penguin* in to her anchorage off the fort, where she now is. On the morning of the 19th I ran down to the South Edisto, and leaving the *Pawnee* and *Seneca* at the bar, went in with the *Vixen*. I found the fortifications, which are on Edisto Island, entirely deserted and partly destroyed. They consist of two redoubts, which had mounted, so far as I could judge, four guns each, but the guns had been removed. The *Dale*, being in sight across Otter Island, in the Ashepoo, I made signal and Lieutenant Commanding Truxtun pulled over with four boats. He reported that everything was quiet in the neighborhood of his anchorage, and that the fort on Otter Island was rapidly being placed in a state of defense. Up to the present time, although they had been in sight of the South Edisto forts, where we were lying, they had not yet landed there. Having finished my examination of the South Edisto, I returned to the *Pawnee* and stood north, with the intention of lying off Stono for the night; but as the weather looked threatening, and the *Vixen* was almost out of coal, I went into the North Edisto again for the night, in order to have an opportunity of supplying her with some. Lieutenant Commanding Budd reported everything as when I left, but on the following morning negroes came in and stated that the troops who had left the encampment at Rockville, being largely reinforced, showed a disposition to reoccupy that place. As the weather was too threatening to permit of my making a careful examination of the Stono, as I intended, I determined now to return at once to this place, and report to you the state of affairs at the North Edisto. This I have done, reaching my anchorage here at 3 o'clock to day, although somewhat delayed by the sea raised by a very heavy northeaster which is blowing outside. Lieutenant Commanding Ammen I sent to Charleston to report that the *Penguin* was in the North Edisto and with directions on his way to look into the Stono River and see if he could make out the fortifications which the negroes tell me are there in great strength.

I can not conclude without expressing my indebtedness for the ready assistance rendered by Lieutenant Commanding Ammen and Captain Boutelle in carrying out the objects of the expedition.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron.

Letter of Flag-Officer Du Pont, U. S. Navy, to Commander Missroon, U. S. Navy, regarding the dispatch of additional vessels to Tybee Roads.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 18, 1861.

SIR: Your dispatch* of this date, closed at 5:30 a. m., has just been received. In anticipation of a portion of it, I have already dispatched the gunboat *Pembina*, Lieutenant Commanding Bankhead. He should have left yesterday afternoon, but I hope is already with you.

I am now dispatching the armed steamer *Henry Andrew*, Acting Master Mather, commanding. You will find him a very efficient officer. He tows down with him a coal vessel. When empty, please send her home for more coal without her calling in here.

The *Andrew* will be followed by the *Ellen*, Acting Master Budd, another efficient officer, in about two hours.

I went immediately on shore and called on the general and urged the departure of troops immediately. They are being forwarded (I refer you to my accompanying unofficial letter* for further details).

I have not another vessel of war undamaged in harbor that will cross the Savannah Bar. They are all out reconnoitering Edisto and Stono under Commander Drayton, closing Charleston Bar under Captain Davis, holding St. Helena Sound, and blockading.

Please accept my commendation for your great zeal, and remain assured that I am fully impressed with the difficulties of holding Tybee Island.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer, etc.

Commander J. S. MISSROON,
U. S. Ship *Savannah*, Tybee Roads.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, referring to alleged harsh treatment of British subjects captured in the attempt to run the blockade.

NAVY DEPARTMENT, December 19, 1861.

SIR: Complaint has been made by the British minister of rigorous treatment inflicted on certain of his countrymen, captured while attempting to run the blockade. A correspondence has been had between the representative of her Majesty's Government and the Secretary of State, and I send herewith a copy of the letter which was addressed by the latter to Lord Lyons on the subject.

While satisfied that our naval officers are as humane as they are brave, I may, on the appeal that has been made, enjoin kindness in all cases toward captured prisoners, and that irons be used only when and as long as may be necessary for the safety of the captives and the prizes.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT, -
Comdg. South Atlantic Blockading Squadron, Port Royal Harbor.

* Not found.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, D. C., December 3, 1861.

MY LORD: I have the honor to acknowledge the receipt of your lordship's note of the 30th of November last, in which you review the explanations of the Secretary of the Navy which I had submitted to you concerning the cases of two seamen of the British schooner *Revere*, and two other seamen of the British schooner *Louisa Agnes*, which two schooners were captured, though at different times, in attempts to break the blockade of the ports held by the insurgents.

I have read your objections to those explanations with great care, and, as I trust, with candor, inspired by a sincere desire to concede to the complainants whom you represent, any redress to which they might be found entitled, and to preserve the best possible understanding with the Government of Great Britain.

The Secretary's explanations do in fact show, as you have assumed, that the two seamen of the schooner *Revere* were confined for two or three days in single irons in the daytime and in double irons during the night, and that after the period thus passed they were left at liberty during the greater part of the day but confined at night.

I can not admit, however, that you are perfectly just in calling this confinement "hard treatment."

You notice the explanation that confinement of the seamen with irons to the extent practiced was resorted to in order to prevent their rising and retaking the vessel. But you object that no information is given from which an opinion can be formed as to the reasonableness of the precaution, and that no evidence is adduced of there having been ground for suspecting the men of a design to retake the vessel, or for apprehending that they had the means of executing such a design.

Whether the restraints practiced upon the two seamen in question were "hard treatment" and "a severe measure," as you have characterized it, or whether it was proper treatment, of course depends altogether, as you seem to admit, upon the circumstances whether those restraints exceeded the rigor which reasonable prudence required for the security of the capturing vessel and her prize on their way to port for adjudication.

You seem to have assumed that any confinement of seamen, especially in irons, in such a case, must by law be presumed to be unnecessary, and therefore unreasonable and severe, and that consequently it devolves upon the officer who makes the capture to exculpate himself from the general charge of "hardness" or "severity" by showing that the rigor practiced was necessary in the act complained of.

I submit, on the contrary, that in these, as in all other cases, it rests with the complainant to show in his statement the facts and circumstances which constitute the grievance before the accused party can be called upon to deny or at least justify the conduct alleged against him.

I proceed to examine the case of the two seamen of the *Revere* in the light of this rule.

On the 6th of October, your lordship addressed me a note in which you stated that you therewith transmitted to me a copy of a dispatch, as well as a copy of a letter and an attested copy of an affidavit.

You added that you desired to recommend to my favorable consideration the request to which those papers referred, that the master of the British schooner *Revere*, who appeared to be detained at Fortress Monroe, might appear at Boston as a witness for the defense of the vessel before the prize court at that city.

You added that you desired also to direct my attention to the unusual manner in which the master and crew of the *Revere* appear to have been treated, and especially to the fact of two of the crew having been kept (as it would seem very unnecessarily) in irons. You closed with requesting me to return the attested copy of the affidavit to you. Your request that the captain might be allowed to appear at the prize court was promptly granted, and the attested copy of an affidavit was returned to you as requested, without a copy of it having been taken in this Department, as it was not then supposed that you thought it would be useful beyond the purpose of showing that you had grounds for calling my attention to the subject of the confinement of the seamen. It is necessary to state that the dispatch was silent upon the subject of the confinement of the seamen. A copy of your note, together with a copy of the dispatch annexed to it, was, on the 7th day of October, the very day of their receipt by me, submitted to the Secretary of the Navy, with a request in general terms for the information necessary to enable me to reply to the note.

On the 11th of November I had the honor to receive from your lordship a second note, bearing date on the 7th of that month, in which you recite that on the 10th, meaning the 6th, of October, you had directed my attention to the unusual manner in which the master and crew of the British schooner *Revere* appeared to have been treated after the capture of their vessel by the U. S. S. *Cambridge*, and especially to the fact that two of the crew had been kept in irons. You then proceeded to lay before me another and kindred complaint about the rigor practiced, as you assumed, upon two seamen of another and different vessel, but you gave me no information whatever concerning the two seamen of the *Revere*.

A copy of this last paper was transmitted by me to the Secretary of the Navy on the 12th day of November.

The Secretary of the Navy having called Flag-Officer Goldsborough's attention to the two complaints as thus submitted to me in very general terms, that officer reported to the Secretary of the Navy by sending him the papers, copies of which were transmitted to you and which you have found so unsatisfactory.

These papers show that the irons which had been used had been placed on board for the protection of the prize masters, and to be used by them when deemed necessary. I am informed that irons are always provided and kept on board blockading vessels as a necessary precaution. So customary is this that a naval officer who, being charged with the maintenance of a blockade, should lose his own vessel, or even a prize, for want of this precaution, would justly incur punishment at the hands of his government. The papers show that Lieutenant Gwin, the executive officer of the *Cambridge*, constantly had injunctions from the commander that the crews were to have every indulgence their case would admit of, and that they should be made as comfortable as possible. Upon capture of the *Revere* he put the prize master on board of her with the irons, with instructions to use them if he should deem it necessary. The prize master, going with probably only two or three loyal seamen spared from the *Cambridge*, it appears, did deem it necessary at first to put the two captured seamen in irons until their dispositions should be ascertained. When it is considered that these seamen were strangers to him, captured, disappointed in the objects of their voyage, and conveyed against their wishes and will to a distant and to them foreign port, by an authority in the exercise of a belligerent power, I think it might have been reasonably apprehended by the prize

master that if left from the first entirely free they might attempt the life of the prize master or at least the deliverance of the prize. Using the same form of illustration as before, I think that the prize master who, having irons put in his hands for his own safety and the security of the prize vessel, should nevertheless have lost the prize by its being recaptured by captives whom he had not confined, would justly be dismissed from the naval service. Whether the prize master might not with safety have released the two seamen from their confinement in irons at an earlier day or hour remains uncertain. It should seem enough if he has exercised his best discretion in a case in which his discretion was necessarily the rule of his conduct, unless, indeed, it shall be affirmatively shown that he willfully or negligently abused his power over the unwilling and reluctant seamen.

That he did not so abuse his power seems to me to be clearly proved by the fact that all of the officers of the *Cambridge* testified that the seamen made no complaints on leaving the *Cambridge*, and on the contrary spoke in good terms of their treatment, and that the commander of the *Cambridge* declares that he is astonished at the complaint of ill-treatment, and, with the best sources of information open to him, denies their assertions altogether. It remains to say that the Government, having no sufficient grounds, can not agree that the two seamen in question in the present case were hardly treated or made to suffer unnecessary hardship. For this reason I can not admit what your lordship seems to claim, that the Secretary of the Navy ought to have expressed his disapproval of the proceedings of the officers of the *Cambridge*, or that he ought, in view of the whole case, to have expressed an intention to take measures to secure considerate treatment in future to British seamen in similar circumstances. At the same time this Government means and intends to conduct its operations upon the highest principles of humanity known in maritime proceedings, and especially with a view to the exercise of justice and moderation so far as these proceedings affect Great Britain and other friendly powers, and therefore a copy of this paper will be addressed to the flag-officers of the blockading squadrons, accompanied by an instruction from the Secretary of the Navy to use irons only when and so long as necessary, and in all cases to practice the utmost kindness consistent with the safety of captives and prizes toward seamen captured in attempting to break the blockade.

I avail myself of this opportunity to renew to your lordship the assurance of my high consideration.

WILLIAM H. SEWARD.

The Right Honorable LORD LYONS, etc.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Missroon, U. S. Navy, referring to reported attack upon Tybee Island.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 19, 1861.

SIR: I dispatch the *Wyandotte*, Lieutenant Commanding McArann, to ascertain your wants and receive any intelligence you may have to send.

Commander John Rodgers reports that the troops on Tybee were attacked last night. I hope this will expedite the reinforcements.

I send you the mails for the *Savannah* and the other vessels under your command.

Your requisitions have also been received, and as soon as you can spare the *Henry Andrew* send up your paymaster by her and the *Henry Andrew* can go alongside the storeship and obtain such stores required by you as she may have.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer, etc.

Commander MISSROON,
U. S. Ship Savannah, Tybee Roads.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Purviance, U. S. Navy, commanding U. S. ship St. Lawrence, designating an outer line of cruising and blockading.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 19, 1861.

SIR: You will please proceed on Monday next by the flood tide and cruise between Georgetown and St. Helena Sound, approaching as near as possible in favorable weather the harbors of Georgetown, Bull's Bay, Charleston, Stono, North and South Edisto, communicating at your discretion with the vessels permanently blockading these ports, receiving such information from them as they may have to give, and you imparting to them such knowledge of sails in the offing as you may deem necessary. You will perceive by this I intend you should keep up an outer line of cruising and blockading, keeping a vigilant eye to expected vessels from Europe coming with the intention to run the blockade with contraband of war; but, as above stated, I desire you to perform this duty as close to the coast as you can without unduly hazarding your own ship.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer, etc.

Captain H. Y. PURVIANCE,
Commanding U. S. Frigate St. Lawrence, Port Royal Harbor.

NOTE.—This cruising ground of *St. Lawrence* modified by making terminus Savannah.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, to proceed to blockade duty off Georgetown, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 19, 1861.

SIR: You will please proceed with the *James Adger* and assume the blockade of Georgetown, S. C., from which station I have had to withdraw the *Sabine*.

The bark *Gem of the Sea* will be under your orders.

Enclosed please find instructions for your governance, with list of vessels expected from England intending to run the blockade.

I leave to your discretion the best manner of covering the port. You may sometimes, by leaving the *Gem of the Sea* for a short time to watch it, extend a little your circuit to the southward or chase a vessel in the offing.

Very respectfully, etc.,

S. F. DU PONT
Flag-Officer, etc.

Commander J. B. MARCHAND,
Commanding U. S. S. James Adger, Port Royal Harbor.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Mather, U. S. Navy, commanding U. S. S. Henry Andrew, to proceed to blockade duty in Tybee Roads, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 19, 1861.

SIR: You will proceed with the U. S. S. *Henry Andrew* under your command to Tybee Roads, Georgia, and report to Commander Mission, commanding blockading force off Savannah.

You will take a coal schooner in tow and report the same on your arrival.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer, etc.

Acting Master S. W. MATHER,
U. S. S. *Henry Andrew*, Port Royal Harbor.

Order of Commander Drayton, U. S. Navy, to Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Penguin.

U. S. S. PAWNEE,
North Edisto River, December 19, 1861.

SIR: You will remain in the North Edisto River until you receive orders to the contrary from a superior officer.

There are a number of negroes who have collected for security on the point of Edisto Island. Should they stand in need of your assistance, I recommend you to give it to them if it can be done without detriment to the public service.

Yours, respectfully

P. DRAYTON,
Commander.

Lieutenant Commanding T. A. BUDD,
U. S. S. *Penguin*.

Letter of Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, transmitting reports of reconnoissance in Coosaw River, South Carolina.

HEADQUARTERS EXPEDITIONARY CORPS,
December 19, 1861.

COMMODORE: As the copies of reports of reconnoissances enclosed herein may be of interest to you, I forward them by my coxswain.

Yours, very truly,

T. W. SHERMAN.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosures.]

HEADQUARTERS DISTRICT OF PORT ROYAL,
Beaufort, S. C., December 18, 1861.

SIR: In pursuance of my directions, Lieutenant Porter, Eighth Michigan Regiment, took a party last evening across the Coosaw River and surprised a picket on Ohiselm's Island. I found an intelligent negro as guide. The party started at half past 9 o'clock, crossed the Coosaw, got in the rear of the picket, attacked it, and took the

whole party of six prisoners. Two were wounded. They belong to the Fourteenth Regiment South Carolina Volunteers, Colonel Jones commanding, and their names are J. P. Langford, L. M. Langford, B. Matthews, John Matthews, M. W. Jennings (wounded), and Corporal G. Y. Langford (wounded).

I have not been able to elicit much information from them. They state, however, that theirs is the only regiment stationed at Garden's Corner, and that there are no pieces of artillery there. They have been in the Confederate service about four months; have received no pay. They stated that the common people had been led into the war by the leaders; that they volunteered to prevent being drafted.

They (the prisoners) believe the whole difficulty grows out of a misunderstanding. Their leaders, however, were very determined.

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

ISAAC I. STEVENS,
Brigadier-General, Commanding.

Captain L. H. PELOUZE,
Assistant Adjutant-General, Port Royal, S. C.

HILTON HEAD, S. C., *December 19, 1861.*

SIR: I have the honor to submit the following report of a reconnoissance made by the *Mayflower* yesterday:

We passed into the Whale Branch by the Eastern Channel, finding a nearly uniform sounding of 3 fathoms (at half tide), except at one place where we passed over a bank, in 1½ fathoms. We found no obstruction until within about a mile of Port Royal Ferry, where two flatboats loaded with live-oak trees had been sunk in the stream. We were unable to find them, and were informed by the negroes that at low tide the boats were 3 fathoms below the surface.

The river is very crooked, with sharp turns and marshy shores. At Port Royal Ferry a causeway has been built out from each shore, leaving a space of some 300 yards between. On the mainland, and commanding this causeway, the enemy had a battery of three guns, one VIII-inch columbiad, one 6-pounder fieldpiece, and one other gun, I think a 24-pounder. The branch was so narrow that the captain of the *Mayflower* said that he could not turn his boat in it, and having no other resort we went on as fast as possible. When within half a mile of the ferry the enemy began a sharp fire on us with small arms from the bank and from buildings. The distance was so short that the fire was quite accurate, and I ordered a case shot to be fired at the company, which effectually dispersed them. As we neared the battery, the enemy unmasked their guns by shoveling earth from the parapet, and as we passed opened fire on us with shot and shell, firing in all seven shots, only one of which struck the boat, and this one did no damage. Captain Day, Third Rhode Island Regiment, who was in command of the detachment which was on board, replied to their shots with case shots, making fine firing. I am convinced that the two larger pieces fired were not mounted, but laid on the ground, one intended to command the stream toward Broad River and the other the stream toward Beaufort. The battery seemed to be newly thrown up and was unfinished.

Some miles beyond the ferry the enemy had commenced to plant piles in the river, but over a hundred feet of the deepest water was unobstructed. At this place a number of tents was visible near the bank. The tents were not in regular order, so that it was difficult to estimate their number, but I should judge that there was a sufficient

number for half a regiment. About 2 miles from the ferry our boat ran into a bar, where, from the best information I could get, there is only 8 feet of water at high tide. This bar extends from shore to shore, and is, I should judge, 200 feet wide. While waiting here for the tide to rise, three flatboats loaded with men of the Eighth Michigan Regiment came from the direction of the ferry. The enemy brought a fieldpiece to the shore and opened fire on the boats at less than the distance of half a mile with great rapidity. To protect the boats I ordered Captain Day to open fire on their gun, which he did with such success as to silence it, and, I am quite sure, disable it. One man of the Eighth Michigan Regiment was mortally wounded by the fire of the enemy. At about 8 o'clock in the evening the *Mayflower* floated off the bar and steamed to Beaufort without difficulty. I took a negro prisoner, who has been used to the [Whale] Branch, and who piloted us nearly the whole distance, and have him now on board the *Mayflower*.

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

LOUIS BELL,

*Lieutenant-Colonel, Fourth New Hampshire Regiment,
Acting Inspector-General.*

Brigadier-General T. W. SHERMAN,
Commanding Expeditionary Corps.

Report of Lieutenant Newcomb, U. S. Navy, commanding U. S. S. R. B. Forbes, of arrival at New York, in tow of steamer Atlantic.

U. S. S. R. B. FORBES,
Navy Yard, New York, December 20, 1861.

SIR: I have the honor to report my arrival, having been towed from Port Royal Bay [Sound], South Carolina, by the steamer *Atlantic*, on the morning of the 17th instant. The steamer took me in tow off the entrance of the bay. I have no written orders from the flag-officer—verbal orders that the *Atlantic* would tow me to New York. Flag-Officer S. F. Du Pont ordered me to make a report in detail from the time I towed the *Florida* off the reef on the northern breakers until the breaking of our port shaft. I did so, and asked for a court of enquiry. He informed me that he should refer my report to the honorable Secretary of the Navy. When the shaft broke, a hole nearly 9 inches in diameter was made in her bottom, flooding our magazines. I refer you to my report as to the circumstances. At the place where the shaft perforated the hull was not more than one-thirtieth of an inch in thickness. Our rilled guns, with all the ammunition and fixtures that were saved, were taken from the vessel by verbal orders from the flag-officer. All the small arms, with ammunition and equipments, rockets, lights, etc., are on board in good order. Unless the Department shall think proper to order a court of enquiry, I respectfully request a short leave of absence and preparatory orders to command one of the new gunboats.

My crew, with the exception of eight men and those belonging to the engineers' department, were transferred to different vessels. After entering New York Harbor I found a deserter from H. B. M. frigate *Immortalité*, who had been smuggled on board. I at once secured him in irons, and shall deliver him to the commandant of the navy yard.

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

HENRY S. NEWCOMB,

Lieutenant, Commanding R. B. Forbes.

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

Report of Flag-Officer Du Pont, U. S. Navy, regarding the dispatching of the U. S. ship Sabine to New York for repairs.

FLAGSHIP WABASH,

Port Royal Harbor, South Carolina, December 20, 1861.

SIR: The difficulties in watering the *Sabine*, without keeping steamers in the harbor to do it whose services I needed elsewhere, with some defects to her rudder, induced me to order her to the North. She will enter New York, and I am directing her to cruise on the way.

Captain Ringgold and his crew are ready and anxious for active service, and if they could be transferred to some steamer like the *Hartford*, bringing to bear at once their present training and discipline, I respectfully suggest it would be a very advantageous disposition of them. I enclose Captain Ringgold's report to me.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the disposition of vessels needing repairs.

NAVY DEPARTMENT, *December 20, 1861.*

SIR: As the vessels of your squadron, especially the steamers, may at times require repairs actually necessary to their efficiency and safety which can not well be done on the station, the Department authorizes you to exercise your discretion in such cases as to sending them North to be repaired.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Missroon, U. S. Navy, regarding measures for effectually closing Wassaw Sound.

FLAGSHIP WABASH,

Port Royal Harbor, S. O., December 20, 1861.

MY DEAR MISSROON: I have your official and interesting private letters, on one point of which I wish you to act immediately, viz, closing effectually Wassaw Inlet, which has been troubling me. The *Susquehanna* has orders to send the *Alabama* there; the *Fingal* must not get out.

I therefore send back the *Wyandotte* for you to keep, but you must send the *Seminole* and the *Henry Andrew* up to the head of the sound, near Cabbage Island, where she can effectually close both Wilmington River and the creek through Romerly Marshes. You have a copy of the reconnoissance made by Commander [C.] R. [P.] Rodgers. Lieutenant Commanding Bankhead was with Commander Rodgers, and you can send the *Pembina* in lieu of the *Andrew* if you prefer it. So soon as the *Alabama* comes, she must go in and relieve the *Pembina* or *Andrew*, as the case may be.

As these vessels may be attacked from Savannah, through Wilmington River, they must be on the alert and keep boarding netting up at night. If Gillis chooses, he can go a mile up the Wilmington River from its junction with Romerly Marshes and still be out of range of the fort now occupied for the defense of that approach to Savannah. So soon as anything gets from the various expeditions I will reinforce this Wassaw division. Now I am left with *St. Lawrence*. The *Rhode Island* had orders to go to you, but the gale, I suppose, prevented. The *Savannah* has had a hard time in this particular. When blockading outside under Hull she could not be found, and now you have got inside the bar the supply vessels are shy about going in after you.

General Wright, late of the Engineer Corps, and superior in that branch, is all we could desire now at Tybee. His request to the general will, I know, command his immediate attention.

I can not find the printed circular about the contraband, but we are authorized to rate them first-class boys—that is, \$10 and a ration. I think you can rate Isaac accordingly. He had better go with Gillis. Rodgers took 18 f[et] over the Wassaw Bar going in, and came out with 21 feet at high water.

Vanderbilt just in. I send you the last date from New York (16). Very squally looking from England, and not much better from France. A side-wheel steamer coming in with a square-rigged vessel in tow. If one of my squadron, I will send her down at once.

Thanking you always for your energy and zeal,

I am, yours, affectionately,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Commander MISSROON,
Tybee Roads.

Correspondence regarding the first stone fleet sunk at the entrance to the harbor of Charleston, S. C., December 20, 1861.

Order of the Secretary of the Navy to Mr. Morgan to purchase twenty-five old vessels.

NAVY DEPARTMENT, *October 17, 1861.*

The Department is desirous of obtaining twenty-five old vessels, of not less than 250 tons each, for the purpose of sinking on the bar at Savannah. You are authorized to obtain suitable vessels in conjunction with Mr. Richard Chapell, of New London, Conn., in the manner following:

1. Purchase the twenty-five vessels, after suitable examination, as secretly as possible, before any knowledge is obtained that Government is in the market.
2. Land all unnecessary articles and sell them at your leisure to the best advantage.
3. Prepare the vessels for delivery off Savannah, and contract with proper parties for said delivery to the naval officer in command of that port.
4. Have a pipe and valve fitted under skillful direction, so that after anchoring in position the water can be readily let into the hold.
5. Load them with blocks of granite to utmost extent, considering their safe transit down the coast.
6. Leave one anchor and chain on board ready for use and such sails and gear as are necessary to sail them to their destination.

7. The officers and seamen employed on this duty will be brought home by and at the expense and subsistence of this Department.

8. Let this duty be performed with the utmost dispatch, and let the vessels sail in fleets of six at a time.

9. Notify the Department of the probable time of each departure.

Respectfully,

GIDEON WELLES.

GEORGE D. MORGAN, *New York.*

Report of Flag-Officer Du Pont, U. S. Navy, proposing to sink the obstructions at the entrance of the Savannah River.

STEAM FRIGATE WABASH,
Hampton Roads, October 19, 1861.

MY DEAR MR. FOX: Captain Rodgers and myself have conferred very fully upon the subject of sinking obstructions at the entrance of Savannah River, and we agree that the best point for this operation is the narrow channel above Tybee light; but that this point is probably rendered inaccessible at present by the batteries on Tybee Island.

This was the opinion expressed by the conference, you remember.

It only remains to try the effect of these obstructions on the outer bar, on the spot and in the manner designated by you in our recent conversation on the subject at the Astor House; unless indeed we should be able to effect an approach to the point first mentioned. I will take care of them when they come down. Shall we not see you here before our departure?

Yours, very truly,

S. F. DU PONT,
Flag-Officer, etc.

Assistant Secretary G. V. FOX.

Confidential order from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the twenty-five vessels purchased for sinking in the harbor of Savannah.

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

SIR: The Department has already obtained and fitted the twenty-five ships for the harbor of Savannah, and only awaits a dispatch from you to send them forward.

Twenty are also being purchased for the harbor of Charleston, and you will see that like preparation is made there to receive them. It is believed that a new channel now exists, bearing about due east from the light. If this can be thoroughly closed, and only a few vessels sunk in the intricate channel of Sullivan's Island, Charleston, as a harbor, will no longer exist.

The *Bienville* may be retained with your command if she has not already left. The intercourse between the rebel States and Havana and New Providence has increased to a very great extent, and the Department has directed a steamer to be stationed off Havana to break up that end of the traffic.

The rebels boast of running the blockade in stormy nights with the assistance of the lights of our fleet.

The Department will furnish you with all the hulks you may require for any part of the coast under your command.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Mr. Morgan to Flag-Officer Du Pont, U. S. Navy, transmitting list of vessels prepared to be sunk, and ordered to the port of Savannah.

NEW YORK, *November 18, 1861.*

SIR: Under the direction of the Secretary of the Navy, I hand you herewith list of twenty-five vessels loaded with stone and prepared to sink. Also copy of agreement in the shipping articles of said vessels. Also copy of letter handed to each master for his government.

If the weather is good, all the vessels will sail on the 20th instant.

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

GEO. D. MORGAN.

Flag-Officer S. F. DU PONT.

[Enclosures.]

List of old whaling vessels purchased by order of the Navy Department and loaded with stone, ordered to the port of Savannah, to sail from New Bedford and New London, Wednesday, November 20, 1861.

Names.	Tons.	Port of departure.	Names.	Tons.	Port of departure.
Ship Corea	356	New London, Conn.	Ship Rebecca Sims .	400	New Bedford, Mass.
Bark Tenedos	245	Do.	Ship L.C. Richmond	341	Do.
Ship Lewis.....	308	Do.	Ship Courier	381	Do.
Bark Fortune	292	Do.	Ship Maria Theresa.	330	Do.
Ship Robin Hood ...	395	Do.	Ship Kensington ...	357	Do.
Ship Archer.....	322	New Bedford, Mass.	Ship Herald	274	Do.
Bark Cossack	251	Do.	Ship Potomac	356	Do.
Bark Amazon.....	318	Do.	Bark Peter Demill..	300	New York.
Bark Frances Henri-	407	Do.	Ship Phoenix	404	New London, Conn.
etta.			Bark Leonidas	231	New Bedford, Mass.
Bark Garland.....	243	Do.	Bark South America	606	Do.
Bark Harvest	314	Do.			
Bark American	329	Do.	Tonnage, twenty-	8,376	
Ship Timor.....	289	New London, Conn.	five [vessels].		
Ship Meteor.....	324	Do.			

NEW YORK, *November 18, 1861.*

Copy of the agreement on the shipping articles of the stone vessels as to the terms and service of their masters, officers, and crews.

"From the port of New London (or New Bedford), under orders for a port on the coast of the United States not south of Key West, there to leave the vessel and be returned free of expense to this port. Term of service not to exceed three months; wages guaranteed for one month and payable on return to New London (or New Bedford).

"NEW YORK, *November 18, 1861.*"

_____, _____, 186—.

SIR: The _____, now under your command, having been purchased by the Navy Department for service on the Southern coast of the United States, the following are your orders for your proposed voyage:

You will proceed from this port on _____ the _____ instant, or with the first fair wind, and when clear of the land make a direct passage to the port of _____ and there deliver your ship to the commanding officer of the blockading fleet off said port, taking his receipt for her to return to me. After the delivery of your vessel, yourself and crew will be provided with passage to the port of New York by the Navy Department, and on arrival there you will call on _____, who will furnish you funds to return to this port.

On the voyage down, it would be well, as far as practicable, to keep in company of your consorts, to exhibit lights by night and sound horns or bells in case of fog near the coast.

You will also examine, daily, the pipe in the quarter of your ship under water, to see that it remains safe.

The only service required of you is the safe delivery of your vessel; and, as she is old and heavily laden, you will use special care that she sustains no damage from unskillful seamanship or want of prudence and care.

On a close approach to your port of destination, begin to put between-decks cargo into lower hold, and before anchoring permanently, have your second anchor and chain (if you have one) secured on deck. On leaving your vessel, unless otherwise ordered, you will bring away papers, chronometer, charts, compasses, spyglass, and any other valuable portable articles, not required by the commander of the blockading fleet there, and return them safely to me.

In case of disaster to preclude going on, you can call at Fortress Monroe, Hampton Roads, to repair damages, reporting to the flag-officer there.

Wishing you a safe and speedy passage, I am, yours, respectfully,
 GEORGE D. MORGAN.

Captain _____.

Report of Commander Missroon, U. S. Navy, commanding U. S. ship Savannah, of the arrival off Savannah of seventeen ships and barks.

U. S. SHIP SAVANNAH,
 Near Tybee Island, December 5, 1861.

SIR: I have the honor to report that there have arrived near this place seventeen ships and barks (chiefly old whale vessels) up to this time, with information that many more are on their way, and may be daily expected. They are all laden with stone; but few good vessels among them, and all badly found in every respect, especially in ground tackle, few having more than one chain and anchor; one of them (the *Richmond*) no anchor, and now riding by our stream anchor.

All these vessels have reported to me under a uniform printed order from their owners or agents, requiring them to proceed and to give up their respective ships to the senior officer of the United States blockade off Savannah; to withdraw all articles from them not wanted by the Navy; to take the receipt of the senior officer for their respective ships, and to return; that the Navy Department would furnish conveyance for the masters and crews to New York. Having received no intimation of the coming of these vessels, and having dispatched the information of the arrival of several of them to you yesterday by the *Augusta* for your orders, I have so informed the masters, and have not yet taken charge of any of the vessels.

Several of these vessels have arrived in a sinking condition. The *Meteor* parted her only chain and went ashore yesterday at 7:30 p. m. on the south side of the channel, before succor could reach her from the *Pocahontas*. The ship *Lewis* is also ashore and bilged. The ship *Phœnix* struck in trying to enter the harbor, and was towed in, leaking badly, with loss of rudder. It being certain that she would exhaust her crew and would sink where it was desirable she should not, I had her towed where she makes a good breakwater and bridge for landing on Tybee Island from the shipping, and where she now lies.

The ship *Archer* also struck three times on the night of the 3d instant, off Savannah Bar Shoals, and is leaking badly, and said to be unfit now to go to sea.

This large and unexpected accumulation of ships within a very limited circle, and their very insufficient ground tackle, render this anchorage unsafe both for themselves and the vessels of the squadron, particularly of this ship, in the event of storms from the northward and northwest. Their early disposition on that account would be very desirable.

Each of these ships has one and some of them two whaleboats that might be of service in your operations. I may use them in landing troops on Tybee.

Your orders would be desirable in regard to the spars and sails of such vessels as you may plant here.

The work on board and duty ashore are seriously felt by officers and crews of our vessels, and our sick reports are increasing.

Very respectfully, your obedient servant,

J. S. MISSROON,

Commander, Senior Officer Present.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Missroon, U. S. Navy, regarding the towing of the stone fleet to Port Royal Harbor, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 6, 1861.

SIR: I have directed Commander Lanier, of the *Alabama*, to report to you for the purpose of towing up to this port the vessels of the stone fleet.

If you find it advantageous to sink any of these vessels for a wharf at Tybee, you are at liberty to do so.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, etc.

Commander J. S. MISSROON, U. S. Navy,

U. S. Ship Savannah, off Savannah.

Certificates to captains of the vessels of the stone fleet.

FLAGSHIP WABASH,

Port Royal Harbor, December 17, 1861.

This is to certify that Captain Archer, in accordance with his instructions and contract, has delivered over to me the stone vessels under his command.

S. F. DU PONT,

Flag-Officer.

This certificate given to the following captains or masters:

	Master.	Ton- nage.	Feet draft.
Ship Archer	Wm. Worth	322	14
Ship Robt Hood	Jas. T. Skinner	400	15
Bark Tenedos	O. Sisson	*300	12
Bark Herald	O. H. Gifford	300	15
Ship Courier	— Pomeroy		
Bark Fortune	John P. Rice	310	14
Bark L. C. Richmond	M. Molloy	350	15
Bark American	W. A. Beard	275	15
Ship Kensington	B. W. Tillon	400	15
Bark Leonidas	John Howland	320	12
Bark Amazon	J. S. Swift	300	15
Ship America	W. H. B. Chase	418	16
Ship Potomac	T. Brown	350	14
Ship Rebecca Ann [Sims?]	J. Willis	400	16
Ship Maria Theresa	T. S. Baily	330	16
The bark Harvest †	W. W. Taylor	340	15

* Supposed.

† Kept for a coal ship.

Letter from Flag-Officer Du Pont, U. S. Navy, to General Sherman, U. S. Army, requesting transportation to New York for the crews of the stone fleet.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 21, 1861.

GENERAL: Captain Davis returned from off Charleston to-day, having sunk sixteen hulks on and inside of the main bar, the work having been thoroughly done. This leaves me with 250 men on my hands to send to the North. They are men on board the *Cahawba*, which steamer rendered much assistance in the operation, and Captain Davis speaks in high terms of her commander.

My object in writing is to say, general, that I would esteem it an especial favor if you will allow the *Cahawba* to take the crews of these stone vessels to New York. I learn she is nearly discharged and can be ready in a day. If you will permit her to go, I shall, of course, provision these men. I have some information to send you of some further reconnoissance by Commander Drayton. He has been, with the *Pawnee* and *Seneca*, into North Edisto. The guns had been removed from a large fort, and the advance of the vessels surprised and caused the instant desertion of a camp of 500 men, taking their arms only, leaving their tents, provisions, and camp equipage in our possession.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer, etc.

General SHERMAN,
Commanding Expeditionary Corps, Hilton Head, S. C.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the successful obstruction of the main channel leading into Charleston Harbor.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 23, 1861.

SIR: I have the satisfaction to inform the Department that the main channel leading into Charleston Harbor has been obstructed by the sinking of a portion of the stone hulks sent out for this purpose.

I intrusted this work to the scientific skill of Captain Davis, my fleet captain, and the Department will perceive by his interesting report,

herewith enclosed, that he has performed the task with his accustomed ability.

Apprehending that an attempt would be made to injure the defenseless ships and persons unavoidably exposed in front, I directed Captain Davis to take with him the *Mohican*, Commander Godon, the *Ottawa*, Lieutenant Commanding Stevens, and the *Pocahontas*, Lieutenant Commanding Balch, as a covering force. These vessels were judiciously placed so as to bring cross fires to bear, but the enemy's steamers appeared only at a distance.

I have projects for the disposal of others of the stone vessels, deferring the execution of them, however, until further operations are determined upon.

Besides the disposition of those on the Charleston Bar, I have applied eight more to very useful purposes. Twenty-four of the first fleet have thus been disposed of. The Department is aware that one put back.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Captain Davis, U. S. Navy.

U. S. FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 21, 1861.

SIR: On returning from the bar off Charleston, where I have been occupied in sinking the stone ships sent out by the Department for this purpose, I have the honor to submit the following report:

During the service, which lasted from Tuesday, the 17th instant, until to-day, I have been very much favored by weather, and consequently the moving of the ships from Port Royal to Charleston, the preparations there, and their final disposition on the bar of the main channel, although consuming time, have not been attended with any serious obstacle or difficulty.

In all this work I have been ably assisted by Commanders Godon and Goldsborough and by Lieutenants Commanding Stevens and Balch, and have derived much valuable information and important aid from the skill, local knowledge, and zeal of Acting Master G. H. Bradbury and Mr. Godfrey, who acted as pilots, both of whom are worthy of your highest confidence.

Accordingly, it seems hardly necessary to recite details of duty that have nothing in them either remarkable or interesting.

On the night of my arrival off Charleston the light-house was blown up, by which the purpose of my visit was essentially promoted.

After the bar had been sounded out, two ships were sunk, one on the eastern and one on the western limit of the channel, which served to limit the field of operations.

After all the ships which were to be sunk, sixteen in number, had been brought here and in a position to be easily moved, they were towed in by the smaller steamers and placed upon and inside the bar in a checkered or indented form, lying as much as possible across the direction of the channel, in several lines some distance apart, and they were made so nearly to overlie each other that it would be difficult to draw a line through them in the direction of the channel which would not be intercepted by some one of the vessels.

There were several principles which guided me in choosing the place and the manner for sinking the vessels:

1. The bar was selected because it is the principal and culminating point of the natural deposit in this line. By adding the materials contained in the hulks to those already placed there by nature, it may be expected that the natural forces which aggregate the latter will tend to keep the former in their assigned position.

2. By putting down the vessels in the indented form it was intended to create a material obstruction to the channel without seriously impeding the flow of water.

If it were possible to build a wall across the channel, the rivers, which must flow to the sea, would undoubtedly take another and similar path; but if, on the contrary, the blocking up of the natural channel is only partial, the water may retain a part of its old course and require the addition only of a new channel of small capacity.

3. Lastly, the mode of sinking the vessels is intended to establish a combination of artificial interruptions and irregularities, resembling on a small scale those of Hell Gate or Holmes' Hole, and producing, like them, eddies, whirlpools, and countercurrents, such as render the navigation of an otherwise difficult channel hazardous and uncertain.

Very respectfully, your most obedient servant,

CHARLES HENRY DAVIS,
Captain, U. S. Navy, Captain of the Fleet.

Flag-Officer S. F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, Port Royal Harbor.

Letter from General Lee, C. S. Army, to the Secretary of War of the Confederate States.

HEADQUARTERS,
Coosawhatchie, S. C., December 20, 1861.

SIR: It has been reported to me by General Ripley that the enemy brought his stone fleet to the entrance of Charleston Harbor to-day and sunk between thirteen and seventeen vessels in the main ship channel. The North Channel and Maffitt's Channel are still open. This achievement, so unworthy any nation, is the abortive expression of the malice and revenge of a people which it wishes to perpetuate by rendering more memorable a day hateful in their calendar. It is also indicative of their despair of ever capturing a city they design to ruin, for they can never expect to possess what they labor so hard to reduce to a condition not to be enjoyed. I think, therefore, it is certain that an attack on the city of Charleston is not contemplated, and we must endeavor to be prepared against assaults elsewhere on the Southern coast.

I have the honor to be your obedient servant,

R. E. LEE,
General, Commanding.

Hon. J. P. BENJAMIN,
Secretary of War, Richmond, Va.

Report of Major Thomas M. Wagner, South Carolina Artillery.

FORT SUMTER,
Charleston Harbor, February 12, 1862.

SIR: In obedience to instructions, I have the honor to submit the following report of the sinking of the stone fleet at the entrance of Charleston Harbor.

On the afternoon of December 18 a large increase to the blockading squadron was observed. The majority of vessels appeared to be old whaling and trading vessels. On the 19th, the weather being bad, not much progress was made in their preparation for sinking. A few of the vessels were stripped. By dawn on the morning of the 20th great activity was observed; fifteen vessels were placed in line more or less direct across the main ship channel, about 4 miles S. S. E. of Fort Sumter and 3 miles E. S. E. of the light on Morris Island. By evening all had been stripped, dismasted, and sunk. From the observations made the vessels appeared to have been placed in a single irregular line, with intervals of 100 feet, making a distance of about 3,500 feet in extent from shoal to shoal, and completely occupying the channel. The vessels commenced to settle immediately, and at the end of a week but little was to be seen of any of their hulls. They have now entirely disappeared. Large portions of the wrecks have from time to time come ashore. The position of the blockading squadron has, however, prevented any accurate survey being made.

On January 20 another fleet came to anchor off the port. They took up their position in a line extending from the entrance of the North Channel southwardly to the main ship channel. The vessels were mostly of a smaller class than those of December. They were fourteen in number—barks and brigs. They were stripped and towed northwardly to their positions, which were on the south edge of the shoal known as the Rattlesnake, and opposite the entrance of the Maffitt's Channel, with the exception of one vessel, which was placed on the eastern edge of the shoal, about 2½ miles east of the other vessels and between the shoal and the Long Island beach.

The line extended from north to south, and, by measurement, 6½ miles E. N. E. of Fort Sumter. The place has been carefully noted on the chart of the harbor at Fort Sumter. The first four vessels to the north of the line were sunk on the western end of the Rattlesnake in shoal water, the balance in 4 or 5 fathoms water, and in the track of vessels entering Charleston Harbor by Maffitt's Channel.

The operations on both occasions were superintended by six armed steamers and a sailing frigate.

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

THOMAS M. WAGNER,

Major, S. C. Artillery, Commanding Fort Sumter.

Captain LEO D. WALKER,

Assistant Adjutant-General.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Missroon, U. S. Navy, commanding U. S. ship Savannah, regarding the disposition of that vessel.

FLAGSHIP WABASH,

Port Royal Harbor, December 21, 1861.

SIR: I regret to hear of the hazardous condition of the *Savannah*. The ship must not be endangered. You are hereby directed to take her into deep water whenever you may think it necessary, in which case you will please resume blockading duty, and I would recommend your cruising down the coast and falling in with Captain Lardner off St. Simon's, consulting with him as to the best disposition of the *Savannah* in heading off the attempts now pending of the running of the

blockade by vessels loaded with arms from England, of which I have recent and important information. As you have but fifteen days' water you will be governed accordingly, and return to Port Royal in order to refill and take in supplies. I will endeavor then to give your crew some respite, adopting measures to check the unpleasant symptoms of scurvy which you have reported.

Commander Drayton will go down to Tybee Roads to-morrow morning in the *Pawnee*. Please hand over to him such information as your experience in the roads will dictate as to their security and the occupation of the island by our forces.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander MISSROON,
U. S. Ship Savannah, Tybee Roads.

Order of the Secretary of the Navy to Acting Lieutenant Watmough, U. S. Navy, commanding U. S. S. Potomska, to proceed to blockade duty at Port Royal, S. C.

NAVY DEPARTMENT, December 21, 1861.

SIR: Proceed immediately with the U. S. propeller *Potomska* to Port Royal, S. C., and report to Flag-Officer Samuel F. Du Pont for duty as a part of the South Atlantic Blockading Squadron.

Before sailing transmit to the Department a muster roll of the crew and a separate list of the officers of the *Potomska*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Lieutenant P. G. WATMOUGH, U. S. Navy,
Commanding U. S. Propeller Potomska, New York.

Mutatis mutandis, Lieutenant A. C. Rhind, U. S. Navy, commanding U. S. S. Crusader, New York.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. bark Restless, to proceed for blockade duty to Port Royal, S. C.

NAVY DEPARTMENT, December 21, 1861.

SIR: Proceed immediately with the U. S. bark *Restless* to Port Royal, S. C., and report to Flag-Officer Samuel F. Du Pont for duty as a part of the South Atlantic Blocking Squadron.

Before sailing transmit to the Department a muster roll of the crew and a separate list of the officers of the *Restless*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Volunteer Lieutenant EDWARD CONROY, U. S. Navy,
Commanding U. S. Bark Restless, New York.

P. S.—Touch at Hampton Roads on the way to Port Royal to receive stores to be sent to Flag-Officer Du Pont's squadron.—

G. WELLES.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, requesting boats for the use of the army.

HEADQUARTERS EXPEDITIONARY CORPS,
December 21, 1861.

COMMODORE: I have just been informed that there are about fifty whaleboats brought here by the steamer *Cahawba* from stone vessels that were consigned to you and recently sunk. I have been some time making an exertion to get a sufficient supply of boats for necessary operations in these waters, and these would come in play very opportunely if you will authorize me to take them. Please inform me if I can have them.

Very respectfully, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron, Wabash.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, forwarding information regarding the schooner Kate Hale.

NAVY DEPARTMENT, December 22, 1861.

SIR: The schooner *Kate Hale*, Captain Benton, is reported to have arrived at St. John, New Brunswick, on the 13th instant, ten days from Georgetown, S. C., with a full cargo of naval stores. She is a fore and aft schooner, of about 60 tons, clean built, with gaff-topsails, jib, and flying jib.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the modification of blockading instructions.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 23, 1861.

SIR: I have the honor to inform the Department that after due consideration I determined to modify the fifth rule of the blockading instructions* heretofore issued to the commanding officers of the vessels under my command.

I was induced to do this in consequence of the commanding officer of one of the blockading squadron considering himself bound under the former rule, warning off a vessel proceeding toward one of the blockaded ports, instead of capturing her, though the captain admitted that he intended to run the blockade and was well supplied with money to purchase a return cargo of cotton.

The rule, as modified, is as follows:

Every vessel proceeding toward a blockaded port is to be boarded and examined, and if on such examination any irregularity appears in her papers, or there are

* See blockading instructions, October 24, 1861.

discovered any suspicious circumstances attending her position or her cargo, and particularly if she had any knowledge of the blockade, such vessel is to be seized and sent in for adjudication.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Flag-Officer Du Pont, U. S. Navy, giving the disposition of the blockading vessels.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 21, 1861.

SIR: Since my last report upon the disposition of the blockading vessels, such changes have taken place as to make another report necessary in order to keep the Department informed on this subject. At present there are stationed—

Off Georgetown, the steamers *James Adger* and *Augusta* and sailing bark the *Gem of the Sea*.

Off Charleston, the steam sloop *Mohican*, the steamer *Florida*, and the sailing bark *Roebuok*.

Off Steno, the gunboat *Pocahontas*.

In North Edisto, the gunboats *Seneca* and *Penguin*.

In St. Helena Sound, the armed steamer *Isaac Smith* and the sailing sloop of war *Dale*. These vessels command South Edisto.

In Tybee Roads, the steam sloop *Pawnee*, the steamer *Wyandotte*, the gunboat *Ottawa*, and the armed tugs the *Ellen* and *Henry Andrew*.

Off or inside of Wassaw and Ossabaw, the steam sloop *Seminole* and the gunboat *Pembina*.

Off Doboy and Sapelo, the steamer *Alabama*.

Off St. Simon's, the frigate *Susquehanna*.

Off Fernandina, the steamer *Bienville*.

The sloop *Savannah*, withdrawn from Tybee Roads in consequence of her grounding at low water, has orders to form an outside line of blockade by cruising from St. Augustine to Tybee entrance, and the frigate *St. Lawrence* will proceed to sea to-day at noon on the same service.

It is my wish and purpose to hold every harbor, inlet, and sound on the coasts of South Carolina and Georgia, except Georgetown, perhaps, and Charleston, by having a sufficient number of vessels at anchor in them at all times, and as soon as the size of the squadron will admit of it, vessels will be so stationed and furnished with supplies and inspected by myself from time to time as may be necessary.

This last duty of personal inspection will be very much aided by having a dispatch steam vessel of convenient size and good speed, so that I need not be detained too long from my headquarters, for which I would be greatly obliged to the Department.

I am, sir, respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, commanding U. S. S. Flag, to proceed to the blockade of Wassaw Sound.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 21, 1861.

SIR: You will please proceed to-morrow morning in the steam sloop *Flag*, under your command, to Wassaw Sound, to take part in the blockade of that entrance to Savannah.

You will report to Commander Gillis, of the *Seminole*, in the event of his being there; and if he is not there you will take charge of the duty of the blockade, and will prevent the departure of the *Fingal*, now lying in Wilmington River loaded with cotton and waiting for an opportunity to put to sea.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander JOHN RODGERS, U. S. Navy,
U. S. S. Flag.

Destruction of the British schooner Prince of Wales, December 24, 1861.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting additional report:

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 7, 1862.

SIR: I have the honor to inform the Department that on the 24th ultimo the *Gem of the Sea*, Acting Volunteer Lieutenant Commanding Baxter, ran on shore and burned the British schooner *Prince of Wales*, of Nassau, New Providence (on the list of vessels furnished by the Department), laden with salt and oranges, at North Inlet, 9 miles to the north of the entrance to Georgetown. His report is enclosed.

It gives me great pleasure to commend the energy and zeal shown by Lieutenant Baxter in this enterprise.

I have also the honor to report that on the 31st ultimo the *Augusta*, Commander Parrott, captured the schooner *Island Belle*, of Nassau, laden with sugar and molasses, about 12 miles S. E. of Bull's Island light. She had a clearance for Baltimore, but when first seen was standing in for Bull's Bay.

The *Island Belle* was built at Charleston in 1861 and called the *General Ripley*, and her certificate of British registry bears date November 4, 1861.

Commander Parrott sent her to New York.

I am, sir, respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark *Gem of the Sea*.

U. S. BARK GEM OF THE SEA,
Off' Georgetown, S. C., December 25, 1861.

SIR: About half past 7 o'clock yesterday morning, as we were cruising off the north end of North Island, wind from north, saw a schooner

running down the coast close inshore. We immediately tacked ship and stood to the N. E. in order to cut her off. She then hauled to the wind and stood in for the land. We immediately tacked ship again, hoisted our colors, and stood in for land. As she did not show her colors we fired a shot across her bows, to which she paid no attention. We then gave her another shot, which fell astern of her. A third shot was then fired, which we afterwards discovered went through her bulwarks, cut in two a spar lying on deck, then struck a cask of water, and glanced through her deck into the hold. Four more shots were fired at her, which did no execution. As the last shot was fired she passed into the North [Inlet] entrance, and after running about a quarter of a mile inside the point ran aground. One of her boats was immediately lowered and pulled with all haste up the creek. The creek or channel could be plainly seen from the masthead. We were then lying to, about 2 miles from land, in 5 fathoms water. We lowered the first cutter without delay and sent Mr. Coffin (master's mate) toward shore to take soundings. At this time a sail was reported bearing S. E. from us, which we soon made out to be the U. S. S. *James Adger*. The captain's gig was then lowered, and Mr. H. A. Clarke (executive officer) was sent in to reconnoiter, and soon after the schooner was reported to be on fire and two boats pulling away from her up the creek for dear life. On coming up with the first cutter, Mr. Clarke joined Mr. Coffin, sent his own boat back, pulled inside the bar and boarded the vessel, which proved to be the English schooner *Prince of Wales*, of Nassau, New Providence, loaded with fruit and salt. Her cabin was in flames and the wind was blowing the fire forward. As the tide was rising, she soon swung off, when he let go her anchors. This brought her head to the wind and took the fire over her stern, after which Mr. Clark left her and pulled for the bark to report. In the meantime we had lowered the second cutter and sent Mr. Provost (acting master) to the assistance of Mr. Clarke. Signals for assistance were also set for the steamer, but she only came within 2 miles of us and there lay without answering them for at least two hours. The second cutter went in and boarded the schooner, passing Mr. Clark on his return about a quarter of a mile outside the breakers. Mr. Provost immediately set all hands to work to check the fire, hoping to save the schooner and bring her out to sea. Having no buckets, the whole complement of cooking utensils, such as saucepans, kettles, coffee pots, etc., were brought into requisition, and after an hour's hard labor, throwing water and sprinkling salt over the burning timbers, the fire was subdued. By this time Messrs. Clarke and Coffin had returned and we at once hove up the anchors and attempted to tow her out. Another boat then came alongside from the bark, under charge of Mr. Molloy (master's mate). They succeeded in towing her out of the creek, when a fire was opened upon them with rifles from the mainland, the bullets dropping and skipping around them so thick and fast that they attempted to turn from the channel and find a passage to tow her through the breakers. She soon grounded, however, and finding no passage except through the channel, which runs close under the land within 150 yards of the beach where this company of riflemen were stationed, they were obliged to abandon the schooner, but not until they had kindled good fires fore and aft. The second cutter, in charge of Mr. Provost, was detained some time longer than the other boats, in order to get the fire well started, when, as she crossed the breakers, eight rebels made their appearance on the point (having crept along on the outside of the island while they were inside) and opened a brisk fire upon the

boat, which was returned from all the boats. None of our men were injured, although the bullets fell over and around them as fast as the scoundrels could load and fire their pieces. The steamer came within hailing distance in the afternoon, and after having a consultation with Captain Marchand, we sent in five boats (two from the bark and three from the steamer) to blow the schooner to pieces, fearing that otherwise she might not be effectually destroyed. But on reaching the breakers the tide was found to be entirely too low for the boats to enter, and we were obliged to abandon the attempt. On turning to leave, our boats were greeted with terrific yells from the rebels on the island, and also with another charge of musketry, but received no injury.

The schooner is still burning this morning, and her masts have gone overboard, and I have no doubt but that she and her cargo are hopelessly ruined.

I am, respectfully, your obedient servant,

I. B. BAXTER,
Commanding.

Commodore S. F. DU PONT,
Flag-Officer, South Atlantic Squadron.

Commendatory letter from Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 9, 1862.

SIR: I have the pleasure to acknowledge your official report, with extracts from your log, detailing the circumstances under which, on the 24th ultimo, you chased and drove into the breakers and set on fire the schooner *Prince of Wales*, and for the gallant conduct of your officers and men when exposed in their boats to the fire of the enemy.

You will please receive my warm commendation for the spirit and zeal which governed your conduct in the performance of this service.

I have forwarded your report to the honorable Secretary of the Navy, and will thank you to furnish me with a copy of the same for my own files.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Volunteer Lieutenant I. B. BAXTER,
U. S. Bark Gem of the Sea.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of Lieutenant Ammen, U. S. Navy, regarding reconnoissances in the North Edisto River, December 24-29, 1861.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 1, 1862.

SIR: I have had the honor to forward to the Department the report of Commander Drayton of a reconnoissance in South and North Edisto.

I have since this reconnoissance always had one or two ships in North Edisto, and I herewith enclose three interesting reports* of Lieutenant

*Two reports referred to bear dates of January 8 and 21, 1862, and will be found under dates of January 5 and 21, 1862.

Commanding Ammen, of the *Seneca*, detailing occurrences there up to a very recent period.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. GUNBOAT SENECA,

Port Royal, S. C., December 29, 1861.

SIR: In obedience to your order of the 23d instant, I have to inform you that the *Seneca* entered North Edisto Harbor on the noon of the following day. Not having taken the precaution to run up the distance and anchor off the port in the morning, owing to a strong northeast wind and consequent current, we found ourselves at daylight near Charleston.

We found the *Penguin* at North Edisto, and that the blacks under her charge on Botany Bay Island were constantly increasing in number and amounting at this time probably to between 700 and 900. They have built huts and appear contented, but I fear their supplies of corn will soon fall short, owing to their improvidence and the limited extent of country over which they range.

I bring from the *Penguin* three prisoners—white men—who were taken by the negroes on Edisto Island and brought on board of that vessel by them. They are doubtless the three men alluded to in my verbal report of the 22d.

I found at the works of the enemy on the west point of Edisto Harbor 141 VIII-inch shells buried in the sand; they were saboted, filled, and fuzed. Owing to their exposure I thought the fuzes defective, even if ever so good quality, and therefore carried the shell to the low-water mark, to prevent accident on the removal of the fuzes. The shells themselves are not of such quality as we would wish to use in our service.

On the morning of the 26th, owing to exact information that the house of Mr. King was again the quarters of rebels, this vessel went up the river and, from a convenient locality, shelled the premises, and also a wood on White Point, in which a number of cavalry had taken refuge. They left in haste and, I am informed, with the loss of a man killed or wounded.

I learned yesterday evening that on the 26th 1,000 additional men had arrived at the localities mentioned, and that on the 27th two heavy pieces of artillery had been brought, and that on the 28th six additional pieces had arrived, two of which had been carried to some point that I could not ascertain. On this morning the *Seneca*, accompanied by the *Penguin*, Lieutenant Commanding Budd, shelled the locality, and some fifty cavalry, who took to flight. Not doubting the fact of heavy pieces of artillery having been brought and not yet in battery, I regarded as of sufficient importance and falling within my instructions to communicate with you without delay.

It may be well to state that Wadmelow, John's, and some parts of North Edisto islands are infested with gangs of rebel cavalry, whose principal, if not sole, object is to drive the negroes into the interior. We understand there is a large encampment within 3 miles of Rockville, and that at low tide they visit that locality; but not wishing to

injure property, and bearing in mind your order to that effect, I have not shelled it.

I have established a beacon and range on the southwest side of North Edisto Harbor and find they answer well for our draft of water, but will reserve sailing directions until we have had an opportunity of making soundings in the vicinity of the range and over the bar.

Bearing in mind your enquiry as to the use of Stono as a port for Charleston, I have to inform you that one of the prisoners appears to have exact information on that point.

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

Lieutenant, Commanding Seneca.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Flag-Officer Du Pont, U. S. Navy, forwarding information obtained from a deserter regarding Fort Pulaski and Savannah, Ga.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 25, 1861.

SIR: I have the honor to enclose to the Department some interesting items of news referring to Pulaski and Savannah (obtained from a deserter), which were sent up here yesterday from Tybee by Commander Missroon.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

[Enclosure.]

The following items were given by a deserter from Fort Pulaski who escaped to Tybee Island on the evening of the 22d December, 1861, named William Barr, a native of Ireland and citizen of Philadelphia:

There are now more than 500 troops in the fort and about 9,000 in and about Savannah, about which city they are throwing up earth-works.

There is a tight raft, very long (about 300 feet), proposed to be used to, or for firing the shipping, lying near Fort Jackson; it is covered with combustible materials.

That he (Barr) cast loose the raft of square timber, which I lately towed to the island. He had cast loose another, which had been recovered by the enemy. He said every stick cost \$10, and was used to glance the shells expected to be thrown into Pulaski and protect the men at the guns in casemate.

That an attack by land and water is looked for. There is one rifle cannon in Pulaski only, and five X-inch columbiads and thirty-four heavy VIII-inch, and 32s.

There are four mortars of X-inch and one of XII-inch.

The XII-inch mortar alluded to is placed near the wharf and about half a mile from Pulaski, and somewhat nearer to Tybee than the fort; between that mortar and the fort is placed another mortar, X-inch.

The troops about Savannah have the Enfield and other improved muskets, but those in the fort use the smoothbore musket.

They have plenty of powder and ball for their cannon; they calculated ten days' supply, at ten hours a day.

The troops are regularly paid in Confederate money, which passes freely and as good as gold there.

The raft cut loose had 161 logs, costing them \$10 a log.

There is no talk of giving in, in any quarter. They are determined to fight it out, and expect succor in the action of England and France.

They are expecting the news of a fight in Virginia daily.

The troops are well fed; fresh bread daily, and fresh beef six days in the week. The troops are satisfied and well.

The negroes are strong secessionists and nine out of ten are believed to be ready to fight for the Confederacy.

Several negroes, taken by the fleet or army at Hilton Head, have returned to their masters in Savannah. Females left Savannah about the 8th of November and returned afterwards.

Soon after we took possession of the island the enemy got together a force of 2,000 men to retake it. Many of these troops were actually on board steamboats, when the order was countermanded by General Lee. Their plan was to send 1,500 troops to the southwest end of the island (Tybee) and 500 to King's Landing, opposite Pulaski. General Lee said the position of the ships rendered the attack useless.

Major Olmstead commands Pulaski. Tattnall has three steamers and one flatboat, with three heavy guns, one of them a rifle. Two more are now building; one will be finished in a fortnight.

Barr is particularly intelligent and anxious to be useful.

J. S. MISSROON,
Commander.

Order of Commander Drayton, U. S. Navy, to Acting Master Budd, U. S. Navy, commanding U. S. S. Ellen, to report the circumstances of an attack upon that vessel in Skull Creek.

U. S. S. PAWNEE,
Tybee Harbor, [Ga.], December 25, 1861.

SIR: You will return to Port Royal and report yourself at once to the flag-officer and make a report of the circumstances of your being fired into. Should you find the battery still in position in Skull Creek, [South Carolina], do not wait to engage it or fire further than is necessary to distract their attention in passing.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Commander, Commanding Pawnee.

Acting Master BUDD,
Commanding U. S. S. Ellen.

Report of Commander Drayton, U. S. Navy, stating the reason for sending the U. S. S. Ellen to Port Royal, S. C.

U. S. S. PAWNEE,
Tybee Harbor, [Ga.], December 25, 1861.

SIR: As I think it well that you should be informed of the *Ellen's* being fired into while passing through Skull Creek, I send her back, with a request, however, that she be returned to me if possible, as the

Fingal may well try to run to sea at night by this passage, which is at least a mile wide and requires more vessels to properly watch than I will have when she leaves, as both the *Pembina* and *Andrew* are with Commander Gillis at Wassaw. It is certain, I think, that the *Fingal* is still near Savannah.

Very respectfully, your obedient servant,

P. DRAYTON,

Commander, Commanding Pawnee.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal Harbor.

General order of Commander Drayton, U. S. Navy, regarding the chase of blockade runners.

U. S. S. PAWNEE,

Tybee Harbor, December 25, 1861.

SIR: As it is not improbable that vessels, particularly the *Fingal*, may attempt to run the blockade to sea the first dark night, you will be prepared, on a signal being made from this vessel of the preparatory, to get underway and also open your battery on the passing vessel, which you will follow to sea, if able to run out in the night, should the signal to chase be made from this vessel. You will be careful to keep always the bearings of our own vessels so as not to fire in their directions.

Very respectfully, your obedient servant,

P. DRAYTON,

Commander, Commanding Pawnee.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, requesting his views regarding the blocking of Wilmington River.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 26, 1861.

GENERAL: I have decided, after a careful examination of the subject, that it would be expedient, so far as the blockade only is concerned, to block up Wilmington River, the second entrance to Savannah, as effectually as Savannah River itself is blocked up, by sinking one or more of the stone ships at the place where the former empties into Wassaw Sound.

But before doing so I am desirous of conferring with you and learning whether this proceeding will interfere with any plans or views of your own.

Will you please to let me know your own views on this point, which on this occasion, as on all others, will meet with my heartiest concurrence.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

General SHERMAN,

Commanding Expeditionary Corps, Hilton Head, S. C.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the blocking of Wilmington River.

MY DEAR COMMODORE: I send you Gillmore's report, but have not had time to have it copied; therefore please return it to me as soon as you have copied it. I hasten, because I know you want the facts at once.

I propose this: Let the stone ships stand in statu quo until Wilmington Narrows are examined; and if they are found as represented, then stop up Wilmington River.

But we must know the positive facts. If Wilmington Narrows are as represented, we know what to do.

Yours, truly,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding, etc.

Report of Lieutenant Balch, U. S. Navy, commanding U. S. S. Pocahontas, of engagement with Confederate shore battery at Stono Inlet, South Carolina.

U. S. S. POCAHONTAS,
Off Stono Inlet, South Carolina, December 26, 1861.

SIR: I have the honor to report that whilst engaged in the blockade of Stono, and being at anchor on the afternoon of this day, a steamer came down through one of the island channels and passed in front of Stono Inlet and, I was in hopes, in range of our guns. I directed the X-inch gun to be fired at her, but before the shot could be repeated she had passed across the inlet up another channel. My impression is that the steamer brought down a reconnoitering party.

Soon after firing on the steamer two batteries opened on the *Pocahontas* with rifled guns, which dropped their shot only from 50 to 150 yards short, and I can commend their accuracy of fire.

We replied to the fire of the two batteries, firing twelve 15-second shells and three 32-pounder solid shot, but the distance was too great to reach them, and I have to report that, owing to our strong desire to get closer, this ship touched the bottom several times, but being soft, and having been promptly relieved from her unpleasant situation, I can confidently express the opinion that she is uninjured either in hull, lower masts, or bowsprit, as also in her machinery.

The enemy discontinuing the fire, and having had the last shot at his batteries, I stood out in deeper water and anchored.

The superiority in range of his guns was soon discovered by us, and we could but express the regret that the depth of water prevented us from shortening the distance, and thus equalizing the power of his guns.

I herewith enclose, to be forwarded, a report to the Chief of the Bureau of Construction, Equipment, and Repairs, in accordance with general order dated Navy Department, August 16, 1852, and I have the honor to be, with great respect, your obedient servant,

GEO. B. BALCH,
Lieutenant, Commanding Pocahontas.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Lieutenant Truxtun, U. S. Navy, regarding reconnoissance in South Edisto River, South Carolina, December 26, 27, 1861.

U. S. SHIP DALE,

Otter Island, St. Helena Sound, S. C., December 27, 1861.

SIR: I have to make the following report: Last evening (26th instant) Colonel Thomas Welsh, Forty-fifth Pennsylvania Volunteers, commanding the post on Otter Island, informed me that his picket guard on the upper end of Fenwick's Island had seen a small schooner cruising about in the South Edisto River. I therefore dispatched at an early hour this morning the launch and first cutter with the marine guard, under the command of Acting Master William Ottiwell and Midshipman Silas W. Terry, to capture the schooner and also to make a general reconnoissance of both banks of the river as far up as time and circumstances would permit. The boats returned at 9 o'clock this evening without having seen the schooner. Mr. Ottiwell reports all the houses on Bailey's and Raccoon islands to be standing in apparent good order, but the plantations entirely deserted.

There being no signs of secession forces on the upper side of Raccoon Island, he proceeded on in obedience to my instructions to Pine Landing to rest the men. He there found a large, deserted house. Having placed picket guards, the men were sent to dinner. A few minutes after the guard reported seeing a carriage through the woods driving down the road. Mr. Ottiwell with a detachment of marines at once started in pursuit. After going a few hundred yards and turning a bend in the road he came upon a cart half loaded, with the horse harnessed to it, standing in a potato field. He also saw a carriage driving rapidly down the road toward Eddingsville. After thoroughly examining the neighborhood, and convincing himself that the place had just been hastily abandoned, he returned to his boats and proceeded up the river to a house reported by the negro pilot as belonging to Governor Aiken, in the porch of which a white woman was standing watching his movements. When about 50 or 60 yards from the front of the house two persons in the uniform of officers stepped out of the house and placed their muskets against the railing of the veranda. They were almost immediately followed by some 10 or 12 armed men. One of the officers invited Mr. Ottiwell to land. On being asked "Who are you?" he replied, "Pickets of the Fourth South Carolina Regiment. Come on shore, I tell you." On Mr. Ottiwell declining to do so, the whole body immediately fired a volley at the boats and took shelter behind the oak trees and shrubbery, from where they continued their fire till dislodged by canister from the boat gun and the musketry of the marines and boats' crews, when they fled behind the house for refuge. A shell thrown through the house forced them to take flight along a road leading to a village of negro quarters about a mile distant. Mr. Ottiwell continued to throw shell after them as long as they remained in range, and maintained his position in front of the house for twenty-five minutes, after which he slowly retired down the river without a single man wounded or a boat struck.

From the fact of the bridges being destroyed, I am inclined to think that it is the lower or eastern end of South Edisto Island only that has been abandoned, and that the western portion is still held in quiet possession by the rebels. Although the expedition has not been productive of any visible results, I trust the sudden and evidently unexpected

presence of our boats will prove to them that we are not sleeping on our watch.

I am, very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding a postponement of operations.

HEADQUARTERS EXPEDITIONARY CORPS,
Port Royal, S. C., December 27, 1861.

COMMODORE: Yours of yesterday is received. Our plans for campaign are not fully matured, but in the meanwhile would respectfully recommend that the work you refer to be postponed until I have the opportunity of conversing with you, which will be to-day, if possible for me to get over to the *Wabash*. I will try to be there this afternoon.

Very respectfully, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding Blockading Squadron, Wabash.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, forwarding consular information regarding secret signals used by blockade runners.

NAVY DEPARTMENT, *December 27, 1861.*

SIR: I transmit herewith for your information, copy of a dispatch (No. 41) addressed to the Secretary of State by the U. S. consul at Havre in relation to secret signals used by the vessels of the insurgents.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAMUEL F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

No. 41.]

U. S. CONSULATE,
Havre, December 3, 1861.

SIR: I beg leave, most respectfully, to state that through the same source of intelligence indicated in my dispatch No. 40, I have learned that the *Bermuda* employs as a secret signal the coat of arms of the Isle of Man, being three legs of a man upon white ground. My skill would fail me to give a satisfactory figure of it.

A shot was sent across her bows by the guns at Savannah, upon which she raised this signal and a free passage was at once given.

It doubtless has heretofore been the understood signal for recognizing English vessels attempting to run the blockade.

I was in error in saying she coaled at Falmouth. She received there her bill of health and thence proceeded to Madeira, where she coaled.

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

JAMES O. PUTNAM.

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

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, regarding the blocking of the passage between Savannah River and Wassaw Sound.

FLAGSHIP WABASH,
Port Royal Harbor, December 27, 1861.

SIR: From your letter of 25th, received to-day, and from information obtained from Master Commanding Mather and Pilot Godfrey, there seems to be a passage from the Savannah River to Wassaw Sound near Little Tybee.

I learn from the prisoners now on board that the *Everglade*, Commander Tattnell's steamer, has recently gone through this passage, the prisoners being on board the *Everglade* at the time.

It becomes important, not alone for securely blocking up the *Fingal*, but to prevent the ingress of the pilot boats now employed for the transshipment of cargoes at Wassaw, to have this passage examined. You will therefore please direct Commander Rodgers to take the *Henry Andrew* and make a reconnoissance, using proper caution. I have no objection to having the passage obstructed by one or more stone vessels, but the Wilmington River must be left open yet. I think the *Seminole's* launch, with gun and armed boat's crew, should accompany the *Andrew* in this reconnoissance.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander JOHN P. GILLIS,
U. S. Frigate *St. Lawrence*.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the pilotage and police of Beaufort Harbor, S. C.

NAVY DEPARTMENT, December 28, 1861.

SIR: I have to acknowledge the receipt of your letter of the 11th instant, enquiring what are the wishes of the Department in respect to the pilotage and police of Beaufort Harbor.

If Port Royal is to be made a port of entry, of course civil officers will be appointed and municipal laws established, which authority will make a tariff of prices to govern pilots. Until that shall be done the place will be under martial law and under the control of the highest military authority there, and the naval commandant should regulate the pilotage as he deems best for the public service. The boats sent to you are entirely under naval authority, and the officers are not entitled to any remuneration beyond their pay.

Your letter of the 16th instant, enclosing reports relative to the steamer *R. B. Forbes*, was duly received, and also your two letters of the 20th instant, concerning the prize *Sarah and Caroline* and the U. S. frigate *Sabine*, with their respective enclosures.

The *R. B. Forbes*, when again ready for service, will be attached to the bomb flotilla, under Commander D. D. Porter.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAMUEL F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy, to Flag-Officer Du Pont, U. S. Navy, forwarding consular dispatches regarding the arrival of blockade runners at Nassau, New Providence, and the attitude of the authorities there regarding transshipment of coal.

NAVY DEPARTMENT, December 28, 1861.

SIR: Enclosed herewith you will find copies of two letters from the American consul at Nassau, New Providence, one addressed to the Secretary of State, the other to George W. Blunt, esq., relative to certain vessels that have run the blockade at Charleston and to the action of the authorities at Nassau.

As the object of the Department in sending the *Flambeau* to Nassau seems to be frustrated by the English authorities, it will devolve upon your squadron to close the Southern ports on the Atlantic entirely to the trade with Nassau; and it is confidently believed that you will obstruct, at all hazards, both of the channels to Charleston.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, December 27, 1861.

SIR: I have the honor to transmit herewith, for your information, a copy of a dispatch (No. 39) received from the United States consul at Nassau, relating to the arrival at that place of several coal-laden vessels and of the danger of their capture by the insurgent craft.

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

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosures.]

No. 39.]

U. S. CONSULATE,
Nassau, New Providence, December 9, 1861.

SIR: I have the honor to inform you of the arrival at this port of the steamer *Ella Warley*, from Charleston, with 1,000 bales of cotton. She is the steamer *Isabel*, lately so called, and I presume she is armed. Several coal-laden vessels are now due; one has arrived in this harbor, and one is now in the offing, prevented from crossing the bar by the strong gale which has prevailed for some days.

Nothing would be easier than the capture of these Government stores by these secession craft, and every facility would be afforded by the mass of the people here.

I have, some months since, advised the Department of the necessity for one of our cruisers being dispatched to cruise off these islands, most particularly in the New Providence channels.

May I again reiterate the suggestion?

I think it would have a salutary effect upon the minds of the deluded people here, who openly sympathize with the rebels.

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

SAML. WHITING,
Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.

U. S. CONSULATE,

Nassau, New Providence, December 10, 1861.

DEAR SIR: I take the opportunity offered by Captain James Bain, of the brig *Forest City*, totally wrecked at Abaco on the 24th ultimo, to drop you a line, recommending him to your notice as one of the very honest wreck captains I have ever met.

Secession is rampant here now.

Last week the steamer *Ella Warley*, late *Isabel*, arrived from Charleston direct, with 1,000 bales cotton. Yesterday the British steamer *Gladiator* arrived from London, deeply laden with arms and ammunition for the rebels, and this morning the steamer *Theodora* again arrived here from Charleston, a little damaged by the long and heavy gale which has just abated.

I have just received a consignment of several cargoes of coal from the U. S. navy agent at Philadelphia, and the people here remonstrate with Governor Nesbitt against its being discharged here; but they were told that no law could prevent it.

The merchants here swear that it will not be permitted to be reshipped on any national vessel, as it would infringe the neutrality (?) laws.

This is a pretty barefaced operation in the face of three secession steamers now lying in sight of the consulate, two discharging cotton and one loaded to the bends with arms for the damned rebels of the South, whom may God speedily destroy.

H. R. H. Prince Alfred visited us last week, and was most enthusiastically received, several balls and dinners being given in his honor.

I have written to the Department of State several times within the past four months to send an armed cruiser to this vicinity, but as yet none have appeared.

Yours, etc., in haste,

SAMUEL WHITING,
U. S. Consul, Nassau.

HON. GEORGE W. BLUNT.

3 p. m. I have just received notice from the governor, Nesbitt, that I may "land the Government coals, but only on condition that they shall not be put on board any vessel of war of the U. S. Navy during hostilities now unhappily existing in America."

Please give publicity to this damnable extract and oblige,

Yours, truly,

SAMUEL WHITING.

Letter from the Secretary of State to the Secretary of the Navy, urging the necessity of a more efficient blockade for the restriction of trade with Nassau, and transmitting correspondence.

DEPARTMENT OF STATE,
Washington, December 28, 1861.

SIR: Referring to my two communications of yesterday, enclosing copies of dispatches received from the U. S. consul at Nassau, in relation to the trade between Nassau and ports in the insurgent States, by which large supplies of arms and munitions are introduced into such States and cargoes of cotton and rice exported therefrom, I have the honor now to transmit for your further information on this subject a copy of a communication received to-day from the superintendent of police of New York, together with a copy of the statement of W. H.

Macdonald, which accompanied it, showing the extent of this unlawful trade and indicating the mode by which it could be prevented.

It is of great importance that prompt means should be taken to render the blockade more efficient and thus prevent the introduction of supplies into the insurgent States.

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

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

OFFICE OF THE SUPERINTENDENT
OF THE METROPOLITAN POLICE,
New York, December 26, 1861.

SIR: I enclose you a copy of a statement made to me to-day by William H. Macdonald, late a shipmaster running out of Charleston.

In my conversation he stated that opportunity is open for procuring arms, etc., and breaking up the Nassau traffic.

He says he had \$200 offered to him to take charge of a vessel to run the blockade, and that if the crew had been white instead of black, as it was, he would have taken the job and have run the vessel into a Northern port or into the blockading squadron. But he feared the captain and mate would be too much for him with nothing but a black crew to back him.

Any vessel going to Nassau for freight to run the blockade can get it if the officer in charge will arrange it right, and a few captures in this way would cure the recklessness with which supplies have been thrown into the Southern ports.

It is worth looking at.

Very truly, yours,

JOHN A. KENNEDY,
Superintendent.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[Subenclosure.]

NEW YORK, *December 26, 1861.*

W. H. Macdonald says that he has been a shipmaster and sailed out of the port of Charleston, S. C., for four years past.

That he went to Nassau, New Providence, about two or three months ago and remained there two months, and returned to New York yesterday, bearing dispatches from the U. S. consul at Nassau, which he placed in the post-office (I understood him to say) yesterday afternoon at an hour so late that he could not at the time obtain a receipt for them. He is now staying at No. 11 Oak street, in this city.

Left Nassau December 11, on the British brig *Mary Emily*, Captain Avery. During that morning saw ship *Eliza Bonsall*, of Charleston, flying English colors, going toward Nassau, where she was expected to arrive to take on board a load of cotton from two Charleston steamers then at Nassau, viz, the *Isabel* and the *Gordon*, which had run the blockade. About the time of seeing the *Eliza Bonsall*, an armed vessel of the United States (a propeller) also hove in view, when Macdonald requested Captain Avery to bear down on the propeller to give her information of the true character of the *Eliza Bonsall*, but the captain declined to do so, and the ship undoubtedly entered Nassau without molestation.

During his stay at Nassau over thirty sail of rebel vessels entered the port. They generally changed name and flag in the first twenty-four hours; sometimes it was done in less than twelve hours after arrival. One merchant at Nassau has assumed the ownership of at least ten rebel vessels, when in reality he has not ten cents owner's interest in the whole of them.

At the time Macdonald left Nassau the English steamer *Gladiator* was lying there, laden with Armstrong guns, small arms, and powder.

An English full-rigged brig left also on the 11th. She had come from England to run the blockade, and came into Nassau to procure a pilot. She obtained one, named Blake, and took out a clearance for New York, and then sailed down South to make whatever port was open to them, intending to strike at Fernandina, Fla., first; failing there, to coast up for a chance, and if none offered, to come to New York.

W. H. MACDONALD.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, regarding the withdrawal of the U. S. S. Ottawa, for service in the Coosaw River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 28, 1861.

MY DEAR DRAYTON: I send *Vandalia* to add to your force, but I must withdraw the *Ottawa* for a short time to go on important service in the Coosaw River with the army to knock down some forts they are putting up.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander DRAYTON,
U. S. S. Pawnee, Tybee Roads.

Report of Commander Drayton, U. S. Navy, regarding the condition of affairs in Tybee Roads.

U. S. S. PAWNEE,
Tybee Roads, December 28, 1861.

SIR: The *Vandalia* has just arrived at sunset and, as might be supposed, wanted a tow immediately, having taken her berth where there will scarcely be water at low tide. There may be a moral effect attending her presence, but otherwise she can scarcely be of use except to occasionally aid the soldiers with boats and men, and even 16 feet is too much for this anchorage, the channel of deep water being very narrow, and even I have scarcely much more than swinging room. As there is, however, water for vessels drawing 12 feet at the top of the tide for a distance of nearly a mile, I should think that without another small steamer coasters might slip by at night. The *Fingal*, I understand, can not return to the Savannah River without unloading.

The anchorage here is very bad. The *Wyandotte* got adrift to day, and was nearly in the breakers, when her steam saved her. The *Ben De Ford* nearly dragged into me, and the coal schooner kept me busy half the night to get her out of her dangerous proximity to the beach. I should have got ballast enough in her to-day, had the weather permitted, and sent her off. You ask me my opinion of the military occupation here, and whether their shore batteries can give me any support. The guns already mounted are quite sufficient to protect the anchorage, supposing (which is not probable) that we should be driven off. If I

required more vessels, it would be merely with regard to the more complete blockade both in and out. The *Wyandotte*, with her present commanding officer, I should be afraid to permit out of my sight, and she is consequently almost useless. I could give no order with the least hope of its being intelligently obeyed, and think that if a new commander is not soon found there will be no vessel for the one whom you may select. Even she draws a little too much water for this place, and her battery, bad enough in itself, is almost ruined by Van Brunt's carriage.

In talking over the matter with General Wright, I am quite satisfied that both his camp and my vessel are entirely within range of a XI-inch columbiad, of which there are four at least at Fort Pulaski. Why they have not yet been used is their secret, and it will not be the first time they have kept one. I might move beyond $3\frac{1}{2}$ miles, the range of the gun referred to, but this would leave for the soldiers only the extreme southerly point of the island.

General Wright says that there are not at present mortars enough cast to shell them out of Pulaski, and that had we them we would have to make regular approaches as for a siege. The fact is that this war must be carried on properly, and the soldiers must fight. When they are inclined to do so, and to trust themselves in the open field without ships or fortifications, then we can take all these places in the rear and either starve them out or attack them on their weak point. It is a disagreeable admission to make, but there is not a doubt that they can, without a shadow of risk, make all that part of Tybee within a circle of 3 miles nearly untenable whenever they have collected a sufficient number of columbiads and the necessary ammunition, to say nothing of large rifle guns, none of which they have as yet.

The landing is very bad here, and scarcely to be improved without a regular breakwater. The ships sunk afford a very little protection, but not much.

I have not seen anything lately of Tattnall's flotilla, which is, perhaps, busy in Wassaw Sound, which is open to vessels of their light draft.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Commander, Commanding Pawnee.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Mather, U. S. Navy, to proceed on special duty to Tybee Roads and Wassaw Sound.

FLAGSHIP WABASH,
Port Royal Harbor, December 28, 1861.

SIR: You will proceed to Tybee Roads and report to Commander Drayton, proceeding through Skull Creek or the outside passage at your option, for the purpose of making the exchange of officers with the *Wyandotte*, and then, with the least possible delay, proceed to Wassaw Sound and deliver the enclosed dispatch to Commander Gillis, remaining subject to his orders.

Respectfully,

S. F. DU PONT,
Flag-Officer.

Acting Master S. W. MATHER,
U. S. S. Henry Andrew, Port Royal Harbor.

Instructions from Commander Drayton, U. S. Navy, to Commander Haggerty, U. S. Navy, commanding U. S. ship Vandalia, regarding blockade duty.

U. S. S. PAWNEE,

Tybee Roads, December 30, 1861.

SIR: I wish you to keep a bright lookout on all vessels attempting to come in at night, as they must approach you first. Have an armed boat ready to board them and your guns ready for use, in case they should insist on passing you before you are satisfied of their character. Also notify all vessels that they must not come above where the *Wyandotte* is lying, as they will place themselves within range of the guns of Pulaski.

Very respectfully, your obedient servant,

P. DRAYTON,

Commander, Commanding off Tybee.

Commander F. S. HAGGERTY,

U. S. Ship Vandalia, Tybee Roads.

Report of Commander Drayton, U. S. Navy, regarding the insecure anchorage of the U. S. ship Vandalia.

U. S. S. PAWNEE,

Tybee Roads, December 31, 1861.

SIR: Commander Haggerty has made a report to me, which I have promised to call your attention to, on the insecure position of his ship at her present anchorage, which is the best here, except, perhaps, a very small place where I am, but which is entirely too near the fort for any vessel to lie without steam, nor is there any other, with this exception, where more than 3½ fathoms at mean low water can be found for a sufficient distance to allow for swinging with a moderate good scope. This depth is liable to be decreased 2 feet by particular winds, leaving the *Vandalia* little over a foot to spare for the sea, which is sometimes here quite heavy. There is also a likelihood of a vessel going over her anchor, which he tells me was the case with his night before last, and caused several severe blows to be received. I agree very much with Commander Haggerty in his views, and think this a dangerous anchorage for any vessels drawing over 12 feet, and particularly for sailing ones, which must anchor a little more out of reach of the fort than steamers. I do not see that the *Vandalia* can render any service for the risk she runs, and for all useful purposes the *Ellen* would be fully equal to two such, as she is so far off that her guns would scarcely be of any service, and even her boats, for the same reason, are not very available in the strong tides and rough water that seem to be the rule here.

I am, very respectfully, your obedient servant,

P. DRAYTON,

Commander, Commanding off Tybee.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Squadron, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, to delay the sinking of stone vessels in Tybee Creek.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 31, 1861.

SIR: Recent information respecting the topography of Tybee Island induces me to suspend for the present the sinking of the stone vessels at the mouth of the creek coming into Wassaw Sound.

You will therefore, if this reaches you in time, not sink the vessels, but keep them at anchor in a safe place.

The *Alabama* or other vessels must cover the creek.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. P. GILLIS,
U. S. Ship *Savannah*, Wassaw Sound.

Letter from Captain Saxton, U. S. Army, to Brigadier-General Sherman, U. S. Army, regarding stone vessels for army use.

FORT WELLES, December 31, 1861.

CAPTAIN: I have the honor to request that application may be made for the stone ship *Garland* to be used as a storeship in this harbor, and also for two other stone vessels, one to place at Seabrook's Landing and one at Beaufort.

If Commodore Du Pont could spare us these three vessels it would facilitate our operations very much.

I am, very respectfully, your obedient servant,

R. SAXTON,
Captain, U. S. Army, Assistant Quartermaster.

Captain L. H. PELOUZE,
Acting Assistant Adjutant-General, Expeditionary Corps.

Report of Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, regarding the capture of the schooner Island Belle, December 31, 1861.

U. S. S. AUGUSTA,
Off Bull's Bay, January 2, 1862.

SIR: I have the honor to report that on the 31st December we took as a prize, about 12 miles S. E. of Bull's Island light, the schooner *Island Belle*, of 166 tons, of Nassau, and from Trinidad de Cuba, with a clearance for Baltimore.

Her cargo is sugar and molasses.

We saw her at daylight standing in for Bull's Bay. She was built at Charleston, S. C., in 1861, and called the *General Ripley*, and her certificate of British registry bears date of November 11, 1861. I sent her to New York.

We have still on board the master and most of the crew of the *Cheshire*, captured on the 6th of December. I think it is due to them that they should soon be sent to New York.

I have had no opportunity of sending them.

I am, respectfully, your obedient servant,

E. G. PARROTT,
Commander.

Flag-Officer SAMUEL F. DU PONT,
Comdg. South Atlantic Blockading Squadron, U. S. S. *Wabash*.

Abstract log of the U. S. S. Augusta, December 31, 1861.

December 31, 1861.—At 8:15 spoke the schooner *Island Belle*, of Nassau, from Trinidad de Cuba, bound to Baltimore under English colors; sent third cutter with first lieutenant on board. At 8:25 returned with captain of the schooner. At 9:30 sent the third cutter with Mr. Wyatt, captain of the schooner, and six of our own crew to examine the cargo. At 10:50, third cutter with Captain Parrott went aboard the schooner. At 11 hauled down the English flag, hoisted the American, and claimed the schooner as a lawful prize attempting to run the blockade at Bull's Bay. Sent on board the prize schooner *Island Belle* twenty days' provisions for 7 men and water, arms, etc., and a prize crew of 6 men under Master Robert Wyatt. Received on board from schooner 1 mate and 3 men; left on her the captain and 2 men.

Joint attack upon Confederate troops at Port Royal Ferry and clearing of the Coosaw River, South Carolina, December 31, 1861-January 2, 1862.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, proposing cooperative action.

Confidential.]

PORT ROYAL, S. C., December 28, 1861.

COMMODORE: It will be absolutely necessary to clear Coosaw River, or the river running around Port Royal Island, of its batteries and men rapidly accumulating there. I propose doing it the moment that the necessary means can be collected, say by Monday. Now, if we can get you to assist us with a few light-draft gunboats, say one at the ferry and one near the brickyard, it will be of the greatest moment. I think you expressed yourself yesterday very favorable to the measure. The enemy are going ahead very fast, and I very much regret that I have not yet the means of assailing them at the point where they ought to be. At any rate, they must be cleared out on Coosaw River, and the sooner it is done the better. I know you will cheerfully assist all in your power. I think the enemy are making the greatest efforts to take advantage of our occupancy of Port Royal Island and fasten our troops there, so that we can't use them elsewhere. If we give him a small dash there, it will not only keep him deceived as to our intentions, but will tend to fasten his forces in the vicinity of Pocotaligo.

Yours, very truly,

T. W. SHERMAN.

Flag-Officer S. F. DU PONT,
Commanding, etc.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, regarding vessels.

FLAGSHIP WABASH,
Port Royal Harbor, December 28, 1861.

GENERAL: I will have two of my regular gunboats, *Ottawa* and *Pembina*, ready on Monday to join in any expedition you may desire.

The only trouble I apprehend is that they are too long and draw 9

feet. I will have each one accompanied by an armed launch, with howitzer, from this ship.

I am sending off to Tybee and Wassaw to get the above-named boats here in time.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

General SHERMAN,
Commanding Expeditionary Corps, Hilton Head.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting additional reports.

FLAGSHIP WABASH,
Port Royal Harbor, January 4, 1862.

SIR: I have the honor to inform the Department that the attention of General Sherman and myself has been drawn for some time past to the design of the enemy to shut up our troops in Port Royal Island by placing obstructions in Coosaw River and Whale Branch by constructing batteries at Port Royal Ferry, at Seabrook, and at or near Boyd's Neck, and by accumulating men in this vicinity in such a manner as to be able to throw a force of 2,500 or 3,000 troops upon any one of these points at a short notice.

In a confidential communication of the 28th ultimo (a copy of which I have the honor to enclose, but which the Department will perceive, on account of references to future operations, is not suited for publication), the general had informed me that the time had arrived for arresting, peremptorily, the designs of the enemy, and for doing it in such a manner as would serve a subsequent purpose, and he requested me to furnish my quota of the force to be employed in this combined operation.

The plan of conduct having been fully determined in several conferences between the commanders in chief and the heads of the expedition, and the first day of the new year having been selected for the time of attack, I appointed Commander C. R. P. Rodgers to the command of the naval forces, consisting of the gunboat *Ottawa*, Lieutenant Commanding Stevens; *Pembina*, Lieutenant Commanding Bankhead, and the four armed boats of this ship, carrying howitzers, under the charge of Lieutenants Upshur, Luce, and Irwin, and Acting Master Kempff, all of which were to enter the Coosaw by Beaufort River; and of the gunboat *Seneca*, Lieutenant Commanding Ammen, and tug *Ellen*, Acting Master Commanding Budd, both of which were to move up Broad River and approach the batteries at Seabrook and Port Royal Ferry by Whale Branch. The armed tug *E. B. Hale*, Acting Master Foster, under the command of Lieutenant Barnes, was afterwards dispatched to Commander Rodgers.

The part assigned to the naval force was to protect the landing of the troops at Heyward's Plantation (the first point of debarkation), to cover the route of the advancing column and the second point of debarkation and to assail the batteries on their front.

I refer you with pleasure to the official reports for the occurrences of the day, and I have only to add that from the note of Brigadier-General Stevens (a copy of which accompanies this report) and from various other sources I learn that the naval part of the expedition was conducted by Commander Rodgers with the highest skill and ability. I

have the honor to transmit herewith his detailed report, which the Department will read with interest.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. *Wabash*.

U. S. FLAGSHIP *WABASH*,
Port Royal Harbor, S. C., January 3, 1862.

SIR: I reached Beaufort at noon on the 31st of December, with the gunboats *Ottawa*, Lieutenant Commanding Stevens, and *Pembina*, Lieutenant Commanding Bankhead, and the four large boats of this ship, each carrying a 12-pounder howitzer, under Lieutenants Upshur, Luce, and Irwin, and Acting Master Kempff. At sunset Lieutenant Barnes, of this ship, joined me with the armed steamer *E. B. Hale*, Acting Master Commanding Foster.

In order that no intimation might be given to the enemy of our approach, these vessels remained at Beaufort until after dark, when they ascended the river to a point about 2 miles from the Coosaw, where we anchored to await daylight.

At 4 the next morning I moved on with the launches, and at daylight joined General Stevens at the head of his column at the appointed place of rendezvous.

The troops having all embarked, we crossed the Coosaw, and at 8 a. m. the first detachment of volunteers landed, under cover of our boat guns, at Heyward's plantation, and with them went the two light howitzers of the *Wabash* to serve as a section of light artillery, under Lieutenant Irwin, of this ship.

At sunrise, Lieutenant Commanding Stevens succeeded in getting the *Ottawa* through the difficult passage of the Brickyard (Creek), and in joining me in front of the column. The *Pembina* and *E. B. Hale* arriving shortly afterwards, we proceeded to the next landing, at Adams plantation, where the remaining troops were directed to disembark.

On our way up we threw a few shells into what seemed an outpost of the enemy, near a long embankment.

Anchoring the gunboats at 10 o'clock, so as to cover the route of the advancing column and the second point of debarkation, where, also, our launches were stationed, I went up in the *Hale* to within range of the battery at Port Royal Ferry, at which Lieutenant Barnes threw a few shot and shells, dislodging a body of troops stationed in the adjoining field, but eliciting no response from the battery.

At 1:30 p. m., General Stevens being ready to move, the gunboats shelled the woods in front of his skirmishers, and then, advancing, we threw a rapid fire into the fort at Port Royal Ferry and anchored in front of it at 2:40 p. m., the *Ottawa* passing between the heads of the two causeways.

The enemy had succeeded in taking off all their guns save one, but I could not learn whether any except field guns had been removed on the day of the attack. We found a quantity of VIII-inch shells and 30-pounder rifle shells in the magazines.

At half past 2 the *Seneca*, Lieutenant Commanding Ammen, and the

Ellen, Master Commanding Budd, the other vessels which you had placed under my orders, having passed from Broad River through Whale Branch, came within signal distance, and their commanders came on board of the *Ottawa*, having assisted in the destruction of the work at Seabrook, but their vessels were prevented by the lowness of the tide from joining me. The *Ellen* came up at 8 o'clock, and the *Seneca* the next morning.

Immediately after the *Ottawa* had anchored the ferry was reopened and the Pennsylvania Roundheads passed over and occupied the fort, where they were joined about 4 o'clock by General Stevens' advance guard. The enemy appearing in force and in line of battle upon the right of our troops, at 4:15 the *Ottawa* moved down the river a short distance, with the *Pembina*, and opened fire with XI-inch and Parrott guns, their shells falling among the enemy's troops with great effect, driving them into the woods and clearing the flank of our column, where the skirmishers had been engaged and the enemy had opened fire from a field battery of several pieces.

Soon after sunset we ceased firing for a while, and the enemy sent a flag of truce to one of our advanced posts to ask permission to carry off their killed and wounded. Just then the gunboats reopened, and before General Stevens' messenger could convey his reply—that the firing should cease for an hour to enable the enemy to carry off their wounded—the officer who had brought the flag had galloped off.

At sunset I landed our heavy howitzer, directing Lieutenant Upshur to place it in battery with the guns already on shore under Lieutenant Irwin, there being no artillery with the brigade but that of the *Wabash*. At the same time Lieutenant Luce, with the second launch and its rifled gun, and Lieutenant Barnes, with the *Hale*, were sent to the lower landing to protect the boats and steamer in which our troops had crossed and to superintend their removal to the ferry, which was accomplished about midnight.

At sunrise we reembarked our boat guns.

At 9:30 on the morning of the 2d, the enemy again appearing in the woods, we opened a hot fire of shot and shells from the *Ottawa*, *Seneca*, *Pembina*, *Ellen*, and *Hale*, and after firing briskly for a time slackened the fire, so as to drop a shot or shell into the woods about once a minute.

At 9:40 our troops began to recross the ferry and were all over by noon, our field guns having been again landed, at the request of General Stevens, to cover the rear of the returning column.

The enemy made no further demonstration.

The scows which had been used in crossing were taken to our vessels, to be towed to Beaufort, and at 2 p. m. we got underway and moved down the Coosaw to a point near the Beaufort River, where we were compelled to wait for this morning's tide to pass through the Brickyard Channel.

I beg leave to express to you the great satisfaction I found in cooperating with General Stevens and my admiration of the skillful manner in which he handled his troops and made his combinations. About 2,500 of our volunteers crossed the Coosaw. Their conduct and bearing were excellent.

I have to thank the commanding officers of vessels for the skillful and prompt support they gave me.

The manner in which their guns were served and their vessels handled, under very difficult circumstances, shows the highest professional merit.

The manner in which the boat and field guns of the *Wabash* were managed by the officers in charge of them did those officers much credit.

Lieutenant Commanding Ammen will make a separate report of the service of the *Seneca* and *Ellen* at Seabrook, before I met him at half past 2 on New Year's Day. It is unnecessary for me to say to you that his work was thoroughly done.

The channel of the Coosaw is so narrow and so shallow in many parts that it does not afford a vessel room to turn by the ordinary methods, and our gunboats were consequently very often aground, but so admirably are they adapted to this kind of service that we never felt any solicitude for their safety.

Lieutenant William S. Cogswell, a signal officer of the Army, was directed to report to me for duty, and furnished me with the means of constantly communicating with General Stevens with a facility and rapidity unknown to the naval service. I take this opportunity of recommending that the codes of signals invented by Major Myer be at once introduced into the Navy.

I have the honor to be, very respectfully, your obedient servant,
C. R. P. RODGERS,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Flag-Officer Du Pont, U. S. Navy, forwarding report of Lieutenant Ammon, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 6, 1862.

SIR: I have the honor to forward the report of Lieutenant Commanding Ammen, of the *Seneca*, detailing the proceedings of the *Seneca* and the *Ellen* in the attack on the batteries on the Coosaw River on the 1st of January.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Lieutenant Ammon, U. S. Navy, commanding U. S. S. *Seneca*.

U. S. GUNBOAT SENECA,
Port Royal, S. C., January 3, 1861 [2].

SIR: The circumstances which prevented a fulfillment of your verbal instructions on the evening of the 31st are known to you.

After obeying your signal to come within hail, we left at sunset, accompanied by the *Ellen*, Acting Lieutenant Budd. We soon found ourselves out of the channel, and anchoring in 3 fathoms of water, the *Seneca* swung and grounded on a shoal. We soon succeeded in getting off, but as it was near high water of spring tides, I was not willing to risk the cooperation of the vessels by attempting to run the somewhat intricate channel of Broad River after night.

At early daylight of January 1 we were again underway. At about 8 a. m. we entered Whale Branch, and, after about 2 miles run, were

boarded by Captain Elliott, Seventy-ninth Highlanders, who showed me his orders from General Stevens. As they were entirely definite, I did not hesitate to lend our full cooperation to the objects named, but as they differed somewhat from my instructions I asked a copy.

A mile higher up Captain Elliott pointed out a supposed earthwork at about 10-second range. The channel being narrow, we anchored with a kedge at each end and opened with XI-inch and 20 pound rifle. The vessel dragging in the direction of the earthwork and bringing up just beyond a 5-second range, induced me to weigh and get a little nearer, anchoring with kedge astern and port anchor, and afterwards by the help of the mainsail we were enabled to shell the locality of the earthwork and adjacent woods effectually, in which we were ably seconded by the *Ellen*.

Captain Elliott embarked about 300 men and landed on the sight of the earthwork, and by means of signals indicated to us the position of the enemy in sight from his pickets. We again opened fire, and sweeping the woods with shell, soon received another signal to cease firing. On examination by them it was found that a platform was complete for a heavy gun, and the earthworks themselves capable of mounting a number. Everything destructible was destroyed by fire—platforms, the woodwork of the magazine, and the woods in which the works were hidden.

In shelling the earthworks and neighboring woods we expended 23 XI-inch shell, 11 20-pound rifle, 8 24-pound howitzer shells, and 10 24-pound shrapnel.

About 2:40 p. m. the *Ottawa*, Commander Rodgers on board, having come within signal distance and being abreast Port Royal Ferry, made signal to come within hail, but owing to the lowness of the tide we were unable to comply, getting aground in the attempt. The *Ellen*, however, at 8 p. m., was able to obey the signal.

We learned in the morning that 400 rebel cavalry were within a thousand yards of our anchorage. At a plantation they set fire to cotton and corn houses, driving off the young negroes and leaving the decrepit without the means of subsistence.

At 10 a. m., January 2, by order of Commander Rodgers, we got underway, and after a short detention on another sand bank succeeded in reaching Port Royal Ferry, and by order commenced shelling the enemy's encampment, expending in doing so 9 XI-inch shells and 6 20-pound rifle.

We took four scows in tow belonging to the Army and brought them to Beaufort from Port Royal Ferry, by order of Commander Rodgers, and being directed to follow signals of the *Ottawa*, any further report is deemed unnecessary.

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

DANL. AMMEN,

Lieutenant, Commanding Seneca.

Flag-Officer S. F. DU PONT,

Commanding Southern Atlantic Blockading Squadron.

Letter from Brigadier-General Stevens, U. S. Army, to Flag-Officer Du Pont, U. S. Navy.

HEADQUARTERS SECOND BRIGADE, E. C.,

Beaufort, S. C., January 3, 1862.

MY DEAR COMMODORE: I would do great injustice to my own feelings did I fail to express my satisfaction and delight with the recent

cooperation of the command of Captain Rodgers in our celebration of New Year's Day.

Whether regard be had to his beautiful working of the gunboats in the narrow channel of Port Royal, the thorough concert of action established through the signal officers, or the masterly handling of the guns against the enemy, nothing remained to be desired.

Such a cooperation tends to elevate and inspirit both services, and augurs everything propitious for the welfare of our cause in this quarter of the country.

Truly, your friend,

ISAAC I. STEVENS,
Brigadier-General, Commanding.

Commodore S. F. DU PONT,
Commanding Squadron, Port Royal.

Report of Brigadier-General Sherman, U. S. Army.*

HEADQUARTERS EXPEDITIONARY CORPS,
Port Royal, S. C., January 1, 1862.

SIR: I have the honor to forward herewith the report of Brigadier-General Stevens of the affair at Port Royal Ferry on the 1st instant, and referred to in my communication of the 2d. It having been reported to me that the enemy had erected batteries at Port Royal Ferry and at the landing opposite Seabrook, which report having been confirmed by General Stevens' pickets, and especially by the reports of officers who had long been watching the progress of these works; that seven guns of heavy caliber had been mounted in the former and probably some in the latter, and which seemed to be still more strongly confirmed from the fact of large numbers of the enemy being habitually seen in that vicinity. The object of this movement was to storm these works by a small portion of our troops and bring away or destroy the cannon and other property. Hence my instructions to General Stevens, a copy of which has already been forwarded. In consequence of the presumed nature of the works and their armament, their position relative to the points of landing of the storming parties, I applied to Flag-Officer Du Pont for a few gunboats to assist in the operation, which he cheerfully furnished, and placed under the command of Commander U. R. P. Rodgers.

The idea was to carry the works, of whatever nature they were found to be, by storm. In consequence of the difficulty of maneuvering gunboats in so narrow and tortuous a river as the Coosaw under the fire of forts, these boats, while covering the rear of our storming party, were to have remained in reserve until the works at the ferry were in possession of the stormers, and were then to close in from both directions and cover the works from the assaults of the enemy while the storming party were carrying off or destroying the artillery and other property.

This plan appears to have been well carried out. Although we were somewhat disappointed in the amount of artillery found in the forts and the state of progress the Confederates had yet made with their batteries, the maneuver will be found from General Stevens' report to have met with complete success, and, still more, to have proved that our inexperienced troops will behave well in critical situations, to which

*For additional reports concerning Army operations, see official Records of Union and Confederate Armies in the War of the Rebellion, Series I, Vol. VI.

they are very soon to be doubly exposed. The fine cooperation of the naval forces under that able and indefatigable officer, Commander O. R. P. Rodgers, is deserving of all praise, and I am also happy to have the opportunity to add the important service and the zeal and intelligence of the signal officers connected with the expedition, as stated by General Stevens.

General Stevens, to whom the command of this expedition on the part of the land forces was intrusted, is too well known to the country for his extensive official acquirements, his indomitable zeal and energy, to even attempt enlarging upon them here. The prompt and complete execution of his orders and its clever and happy result are all that need be mentioned.

Very respectfully, your obedient servant,

T. W. SHERMAN,

Brigadier-General, Commanding.

General L. THOMAS,

Adjutant General, U. S. Army, Washington, D. C.

General order of Brigadier-General Sherman, U. S. Army, in commendation of the services rendered in Coosaw River.

GENERAL ORDERS, }
No. 1. }

HDQRS. EXPEDITIONARY CORPS,

Hilton Head, S. C., January 7, 1862.

The general commanding desires to express his gratification at the good conduct exhibited by the troops under command of Brigadier-General Stevens when engaged on the 1st instant in capturing and destroying the enemy's batteries on the Coosaw River.

The conduct of this affair confirms him in the conviction that our troops, when ordered to march ahead, will know no obstacle, and will promptly and in good order penetrate wherever ordered.

The thanks of the commanding general are specially due to Brigadier-General Stevens for the energy and good judgment evinced in the preparation and prosecution of this affair.

To Flag-Officer Du Pont, commanding blockading squadron, and to Commander O. R. P. Rodgers, commanding the naval portion of this expedition, and the officers and men under his command, the thanks of the country and the Army are likewise due. The energy, alacrity, and efficiency which supported the land forces on this occasion, though nothing more than what could have been expected from that distinguished branch of the service, will ever be gratefully remembered.

By order of Brigadier-General T. W. Sherman:

L. H. PELOUZE,

Captain, Fifteenth Infantry, Acting Assistant Adjutant-General.

Report of Brigadier-General Donelson, C. S. Army.

BRIGADE HEADQUARTERS,

Pocotaligo, S. C., January 5, 1862.

GENERAL: I refer you to the enclosed report of Colonel James Jones, of the Fourteenth Regiment South Carolina Volunteers, which I found at my quarters last night, of all that transpired in the engagement of the forces under his command with the enemy at Port Royal Ferry on the 1st instant.

I reached the encampment of Colonel Jones between the hours of 4 and 5 p. m., the 1st instant; proceeded about 200 yards, after a moment's halt, to a point in the woods near the Kean's Neck road. Here I halted my command, which consisted of eight companies of the Eighth Tennessee Regiment, the Sixteenth Tennessee Regiment not having come up, until I could make a personal reconnoissance, by going into the field in which the Chaplin house was situated, with the view to taking position and cooperate with the forces of Colonel Jones. I saw upon entering this field our troops falling back along the road leading from the Chaplin house perpendicularly to the Kean's Neck road, near the point I had stationed the Eighth Tennessee Regiment. The troops of Colonel Jones, without halting, passed to his camp.

Here, after making the acquaintance of Colonel Jones, I ordered the whole force to halt. I found at once the enemy's shells could do us much injury without any ability on our part to return the enemy's fire; they, the enemy in the field, having previously retired, under cover of their gunboats, out of sight.

It being now near sundown, I ordered the entire command to fall back to a point out of the range of the enemy's gunboats. During all this time, both at the camp of Colonel Jones and on the march to the rear to take position, there was a quick and constant firing by the enemy. No casualty happened, the shells falling to our right. They ceased firing just at dark.

I have omitted to say that before getting to Colonel Jones' camp, Colonel Martin, commanding regiment of cavalry, rode up, introduced himself, and gave me the direction to lead my Eighth Regiment Tennessee Volunteers to the point occupied by them until he and myself could survey the open field through which Colonel Jones' regiment was then retiring. We thus remained until they passed into the Kean's Neck road, near the point of location of the Eighth Tennessee Regiment.

At this moment, in the preparation of this report, I received the enclosed official report of Lieutenant-Colonel Barnes, of the Twelfth Regiment South Carolina Volunteers, who commanded a detachment of four companies of said regiment in the action with the enemy on the 1st instant at Port Royal Ferry.

All of which is respectfully submitted.

I am, with high respect, your obedient servant,

D. S. DONELSON,
*Brigadier-General, First Brigade,
Fourth Military Dist. of South Carolina.*

Brigadier-General PEMBERTON,
Commanding Fourth Military District South Carolina.

Report of Colonel Jones, Fourteenth South Carolina Infantry.

HDQRS. FOURTEENTH REGIMENT S. C. VOLUNTEERS,
Tomotley, S. C., January 4, 1862.

GENERAL: In obedience to instructions I have the honor to report the following occurrences of the 1st instant:

My camp was pitched on the road from Garden's Corner to Port Royal Ferry, 1 mile from the latter place, and where a road diverges eastward at nearly a right angle with the Port Royal Ferry road leading into Kean's Neck, and nearly parallel with and about a mile distant from Coosaw River. At the termination of the causeway of the

ferry, on the northern bank of the Coosaw River, an earthwork was thrown up to prevent a crossing at that point, armed with two siege guns (a howitzer and a 12-pounder gun), under the command of Lieutenant Webb, the 12-pounder being manned by an inexperienced detail from my regiment, and supported by a section of Captain Leake's field battery.

Two of my companies were sent out on picket duty—one (Company B), commanded by Captain [A. P.] West, at Adams' place, $2\frac{1}{2}$ miles distant, on the Kean's Neck road, and the other (Company H), commanded by Captain [Ed.] Croft, at a church 2 miles farther on the same road, and near the bridge and causeway leading into Ohisolm's Island, with orders to guard the bridge and causeway above referred to, and with orders to send out pickets and scouts into Ohisolm's Island. Two other companies were at the ferry to support the battery there, leaving but six companies at my camp.

About 7 o'clock on the morning of the 1st instant Captain Croft communicated the intelligence to me that the enemy had landed in force on Ohisolm's Island. He estimated the number at two regiments, as he saw a long column advancing with two regimental stands of colors and two pieces of artillery. Soon after this (about 7. 0 o'clock) Captain West dispatched a courier to me with the information that the enemy had landed at Adams' place, and were advancing in strong force to the Kean's Neck road. I ordered forward Lieutenant Colonel [Samuel] McGowan, with three companies of my regiment, commanded by Captains [W. J.] Carter, [A.] Perrin, and [D. C.] Tompkins, and one gun of Captain Leake's section, to support Captain West, whom he met at about $1\frac{1}{2}$ miles, retiring in good order toward my camp, when he formed his line of battle. I withdrew my two companies from the earthwork and, assisted by Major [W. D.] Simpson, with the five companies commanded by Captains [W. L.] Wood, [J. N.] Brown, [R. S.] Owens, [H. H.] Harper, and [M. C.] Taggart, took post near Chaplin's house to intercept any column that might attempt to pass along the margin of the river to the ferry, and at the same time to be in supporting distance of Lieutenant-Colonel McGowan.

No attempt was made on the part of the enemy to advance in any direction—probably waiting for a sufficient tide to allow his gunboats to advance—until 12:30 p. m., when the gunboats began to move up slowly toward the ferry [Port Royal] and to throw shells rapidly, when a message from Lieutenant-Colonel McGowan informed me that the enemy were advancing along the Kean's Neck road.

Regarding the earthwork at the ferry now unimportant, as the enemy had effected a landing at another point, I ordered Captain Leake and Lieutenant Webb to withdraw their guns from that position, Captain Leake to bring his gun to Lieutenant-Colonel McGowan's line, and I proceeded with my five companies also to his support.

Soon after I arrived at Lieutenant-Colonel McGowan's line my other company (Captain Croft's), which had been posted at the church on the Kean's Neck road and on account of the landing of the enemy at Adams' could not return by that road, made a circuitous march by another road, in obedience to my instructions, and joined the regiment.

The whole regiment was then put in line of battle, the left resting on Captain Leake's section of his battery, placed in the road, and the right extending toward the river as far as I deemed practicable. I had just got into position when Major Oswald, of Colonel Martin's regiment, reported to me with 42 mounted men, and I directed him to take post upon my left. Almost at the same time Lieutenant Colonel Barnes, of the Twelfth Regiment South Carolina Volunteers, reported with four

companies of that regiment, and I directed him to return to Chaplin's house (the position I had left) and to guard the river bank.

The enemy, instead of advancing, as I supposed he would do, along the Kean's Neck road to attack my camp, and the only route by which he could bring up his artillery, left his artillery in his rear and advanced close along the river bank and across the adjacent fields and woods, creeping along opposite his gunboats, five of which steamed slowly on, throwing shells in advance of and over his troops.

As soon as his column, advancing by the margin of the river, could be seen, Captain Leake opened upon it, scattering it right and left, and driving it out of view down the slope to the marsh; and when those advancing across the fields appeared before my right wing I opened fire upon them with musketry, dispersing and driving them back to the river under shelter of their gunboats.

When I became satisfied that the enemy would not advance by the Kean's Neck road I changed my position to Chaplin's house, near the ferry, in support of Lieutenant-Colonel Barnes' command; but when I arrived with the head of my regiment at that point I saw that I was too late to accomplish any useful purpose. The enemy had reached the earthwork at the end of the causeway in large force, and were protected by the guns of three steamers in the river near the bulkheads of the ferry. I then withdrew the whole command to my camp to wait for further orders from general headquarters.

On arriving at my camp I met you at the head of the Eighth Regiment Tennessee Volunteers, and placed myself under your orders.

I can not state with certainty the loss of the enemy, but I have reason to believe it was considerable in killed and wounded. Wherever we met him we invariably drove him from the field in confusion to the protection of his gunboats. We saw many dead upon the field, and captured 2 prisoners, badly wounded, both of whom have since died.

I was not only satisfied but highly gratified with the conduct of all my officers and men during the engagement. Their coolness and enthusiasm were admirable.

I herewith transmit a complete list of the casualties in my regiment. I also transmit two orders received during the engagement from the general commanding the Fourth Military District of South Carolina.

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

JAMES JONES,

Colonel, Commanding Fourteenth Regiment S. C. Volunteers.

Brigadier-General D. S. DONELSON,

Comdg. First Brigade, Fourth Military District, South Carolina.

General order of Commander Drayton, U. S. Navy, regarding change of signals.

U. S. S. PAWNEE,

Tybee Roads, January 1, 1862.

SIR: You will change the order of December 19, 1861, so as to read blue light for preparatory when making signal of the approach of the enemy at night.

The preparatory will, however, still be used for that purpose on shore.

Very respectfully, your obedient servant,

P. DRAYTON,

Commander, Commanding off Tybee.

Report of Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Isaac Smith, regarding operations on Ashepoo and Coosaw rivers, January 1-12, 1862.

U. S. S. ISAAC SMITH,
St. Helena Sound, January 14, 1862.

SIR: I have the honor to make the following report of my movements: On the 1st instant went up the Coosaw and visited Ladies and Coosaw islands, brought down fresh provisions for ship's company, and returned to anchorage off Fort Drayton on the 2d instant.

On the 3d went up the Ashepoo and remained wooding and watering ship until the 8th.

On the 9th I went with a company of volunteers about 1 mile above Mosquito Creek. A party of mounted rebels retreated to the woods upon our appearance, their movements considerably hastened by a shot from the rifled gun. I landed and made a complete reconnoissance, but found no signs of any aggressive movements.

Off Mosquito Creek seven contrabands came alongside; reported themselves as having escaped from Jacksonboro Railroad depot; they had been one month on their way here. They saw but few soldiers, about one company at Mathews' house, on Bear Island, a fort with four guns mounted at Wilton [Wilton's Bluff]. No other information. I landed them on St. Helena Island.

Having authorized an expedition up the South Edisto on the 11th instant, Lieutenant Commanding Truxtun in command of 200 men started, Acting Master Gregory of this vessel accompanying him. They returned on the 12th.

I forward Lieutenant Commanding Truxtun's report* to me. Officers and crew are well.

I am, respectfully, your obedient servant;

J. W. A. NICHOLSON,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Escape of the steamer Ella Warley into Charleston, S. C., January 2, 1862.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, to procure report of circumstances.

NAVY DEPARTMENT, January 23, 1862.

SIR: The Department desires you to call on the senior officer blockading Charleston, S. C., at the time, for a report of the circumstances under which the steamer *Ella Warley*, formerly the *Isabel*, ran the blockade and got into that port recently.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting reports.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 1, 1862.

SIR: I have the honor to forward two reports of Commander Godon, of the *Mohican*, one referring to the escape of the *Isabel*, or *Ella Warley*,

* See p. 475.

into Charleston, of January 3, the other to the strictness of the blockade of January 20.*

Since these reports were made the second division of the stone fleet has been sunk in Maffitt's Channel, as I have in a previous communication informed the Department.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commander Godon, U. S. Navy, commanding U. S. S. Mohican.

U. S. S. MOHICAN,

Off Charleston, January 3, 1862.

SIR: I have to report that yesterday, about half past 6 in the morning watch, a heavy fog at the time, heard the report of a gun in the direction of the *Roebuck*. Slipped my cable and stood in for Maffitt's Channel, but could see nothing. Another gun was heard, and a moment after saw a steamer inside and near the bar heading to eastward. Gave chase, when she stood inshore and moved at full speed. I yawed the ship to fire a long gun. For a moment she stopped, but, the fog lifting, she saw the buoys and made for them. I followed, but found she was gaining on me fast. I therefore again yawed to fire my XI-inch shells at her in hopes of disabling her machinery—my only chance. I burst my shells near her and about her, but she reached the channel and entered. I regret to say that the *Mohican* has quite lost her speed in the last six months, and now I can only obtain 6 or 7 knots under the same steam and same revolutions which formerly gave me 9 and 10. The engines and boilers have been in use without an overhauling for more than two years. This and a very foul bottom may account for her sluggishness, but does not relieve me from the serious annoyance of having a very slow vessel to do duty requiring the greatest speed. I have now placed the ship to within half a mile range of a long gun on Sullivan's Island, below Fort Moultrie, but at least three steamers should be here, and one, at least, very fast, and they must ride out all gales except southeasters. Then they will be obliged to go to sea.

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

S. W. GODON,

Commander.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Lieutenant Duncan, U. S. Navy, commanding U. S. S. Norwich, to report for blockade duty at Port Royal, S. C.

NAVY DEPARTMENT, *January 2, 1862.*

SIR: Proceed with the U. S. S. *Norwich* to Port Royal, S. C., and report to Flag Officer Samuel F. Du Pont for duty as a part of the

* See page 509.

South Atlantic Blockading Squadron. Transmit to the Department, before sailing, a muster roll of the crew and a separate list of the officers of the *Norwich*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant JAS. M. DUNCAN, U. S. Navy,
Commanding U. S. S. Norwich, New York.

Order of the Secretary of the Navy to Acting Master Gregory, U. S. Navy, commanding U. S. S. Western World, to report for blockade duty at Port Royal, S. C.

NAVY DEPARTMENT; *January 2, 1862.*

SIR: The U. S. S. *Western World* will form a part of the South Atlantic Blockading Squadron, and you will proceed with her to Port Royal, S. C., and report to Flag-Officer Samuel F. Du Pont accordingly. In proceeding to your destination avoid bad weather as much as possible, keeping near the coast, and touching at any of the points in our possession, if advisable. Transmit to the Department, before sailing, a muster roll of the crew and a separate list of the officers of the *Western World*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Master SAML. B. GREGORY, U. S. Navy,
Commanding U. S. S. Western World, New York.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, regarding affairs in the vicinity of Georgetown, S. C.

U. S. S. JAMES ADGER,
Off Georgetown, S. C., January 2, 1862.

SIR: I have the honor to inform you that on the 24th ultimo the *Gem of the Sea*, [Acting Volunteer] Lieutenant Commanding Baxter, most creditably chased, ran on shore, and burned the British schooner *Prince of Wales*, of Nassau, New Providence, laden with salt and oranges, at North Inlet, 9 miles to the northward of the entrance to Georgetown. A detailed report will be made to you by the commander of the *Gem of the Sea*.

A small steam tug, or two-masted side-wheel steamer, of apparently 400 tons burden, comes down daily from the direction of Georgetown, keeping within the shoal water, and generally inside of the long sand point on which the light-house still stands, and apparently looking around, immediately returns. Whether they are armed or not can not be ascertained, as they keep at too great a distance within the shoals.

Apparently no batteries have been erected at the entrance to Georgetown, but the depth of water is not sufficient for this ship to make satisfactory observations or to draw a fire from the enemy.

There is no battery at North Inlet where the English schooner *Prince of Wales* was burned by the *Gem of the Sea*.

The discharge of heavy guns far off on shore is sometimes heard, as if at target practice, but so distant that it can not be ascertained whether on the Santee River or at Georgetown.

The position of the *Augusta*, Commander Parrott, blockading Bull's Bay, commands a view of Cape Romain light-house and the coast south of it, and this steamer off Georgetown, having in view the same light-house, makes the blockade effectual between North Inlet northward of Georgetown and Bull's Bay.

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

J. B. MARCHAND,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Commander Gillis, U. S. Navy, regarding general affairs in the vicinity of Savannah and Charleston.

U. S. STEAM SLOOP SEMINOLE,
Wilmington River, Georgia, January 2, 1862.

SIR: Under the impression you might wish to make other use of the stone vessels than sinking them in Freeman's [Freeborn's] Cut, we ceased stripping them until further orders. The work, however, was nearly done when your letter was received; it was thought best to strip them before sinking:

We have now on hand five days' supply of coal; the *Alabama* same quantity.

This morning a person in an old canoe was seen approaching this ship; sent for him; he reports that he left Savannah early on New Year's morning, and Wilmington at 5 a. m. to-day; that provisions were scarce and dear; all who could do so left Savannah since action at Port Royal; troops had arrived, some from Virginia, and there are not less than 15,000 in and around Savannah; says they are short of ammunition, much disheartened on account of apology to Lord Lyons; had hoped for a war between us and England; that they will fight to the last about Savannah and burn the city down rather than give it up; loss by fire at Charleston, two millions, attributed to the Yankees, not negroes; have received a number of guns from Charleston and Norfolk; Pulaski well supplied with provisions, enough for three months; battery at Skiddaway mounts 10 guns, at Thunderbolt 7 guns, the strongest battery on Green Island 12 to 15 guns mounted and covered, Commodore Tattnall's fleet is complained of, and he pronounced too old.

The *Fingal* tried to run out, but failed; she is near Pulaski. Wilmington is deserted, except a few blacks.

I do not place much confidence in his story. He is a mulatto; contradicts his own statements; says his brother will be down on Monday; the contraband is a brickmaker by trade; his master about to sell him to some one in Macon, etc.; sent him up for further questioning.

January 3, 1862.—Acting Master Mather reports further defects in rudder of *Henry Andrew*. The first was nearly repaired; the last will require a piece of iron 3½ inches in diameter and 12 to 13 feet long; I permit him to go to Port Royal for repairs; please send *Ellen* in his place if you can spare her.

Commander Drayton sends me word that the *Fingal* has discharged her cotton, or part of it, and gone back to Savannah. I know not the source of his information.

I presume there will be no irregularity in shipping Isaac (as ordinary seaman), a colored refugee, or contraband, sent from U. S. S. *Savannah* on board on account of his knowledge of inlets along the coast; he is somewhat intelligent and a quiet man.

Herewith is a letter from Master's Mate Mattair. He is well acquainted at Fernandina and has some knowledge of other parts of the coast; lost all he had (some thousands) on account of being a Union man; is a native of Georgia; has a sick wife in New York, and desires the pay of pilot, \$60 per month, with an order as acting master to have his name on the books of some vessel.

Not having heard from you in relation to stripping the stone vessels and the work so nearly finished, I will have it done, so that the wreckers and others may return.

Respectfully, sir, your obedient servant,

JNO. P. GILLIS,
Commander, Senior Officer.

Flag-Officer S. F. DU PONT, U. S. Navy,
Commanding Southern Blockading Squadron, Wabash.

Letter from Brigadier-General Wright, U. S. Army, to Commander Drayton, U. S. Navy, regarding the reported return of the steamer Fingal to Savannah, Ga.

HEADQUARTERS,
Tybee Island, Georgia, January 2, 1862.

DEAR CAPTAIN: By a couple of contrabands who left Savannah at 9 o'clock last night I learn that the *Fingal* has returned to the city and is lying at the wharf with 300 bales cotton on board. An English (Nassau) schooner, also loaded, is lying near her waiting a chance to run the blockade.

The contrabands report the enemy's forces, including that of Brunswick, at 20,000 men; and they say that 1,000 cavalry arrived yesterday from Virginia and that Western Virginia had been abandoned by the rebel troops.

Very truly, yours,

H. G. WRIGHT,
[*Brigadier-General.*]

Captain P. DRAYTON,
Commanding U. S. S. Pawnee.

Report of Commander Drayton, U. S. Navy, regarding the rumored return to Savannah of the steamer Fingal.

U. S. S. PAWNEE,
Tybee Roads, January 3, 1862.

SIR: No change here since I last wrote, except that we have had unusually good weather. Two contrabands came in yesterday, who state that the *Fingal* has returned to Savannah and had only 300 bales of cotton on board.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal Harbor.

Order of the Secretary of the Navy to Flag-Officer Du Pont. U. S. Navy, regarding assignment of vessels.

NAVY DEPARTMENT, *January 3, 1862.*

SIR: * * * Orders* will be sent by the *Karnak*, which sails for Nassau on the 7th instant, to Lieutenant Commanding Temple to proceed to Port Royal with the *Flambeau* and report to you for duty. Should Lieutenant Temple not feel able to retain command of the *Flambeau* any longer, you will assign some other officer to that vessel and permit Lieutenant Temple to return home.

The *Keystone State*, now at Hampton Roads, will be ordered to join your squadron as soon as the smallpox disappears from among her crew.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting letter from the Secretary of State regarding the status of British subjects captured on a blockade runner.

NAVY DEPARTMENT, *January 4, 1862.*

SIR: The British schooner *Adeline* was recently captured by one of our steamers for a breach of the blockade, and three of the crew, who claimed to be British subjects, released after entering into an engagement not to be again employed in a similar proceeding.

The honorable Secretary of State, in referring to the circumstance, says that the requirement in question is not warranted by public law, and no such condition should be exacted by commanders of vessels in future. It may be lawful to detain as witnesses such persons as may be found on board of vessels charged with a breach of the blockade when their testimony may be indispensable to the administration of justice, but when captured in a neutral vessel they can not be considered and ought not to be treated as prisoners of war.

The three persons, therefore, who were conditionally released are to be regarded as absolved from the obligation required of them.

You will please communicate to the commanding officers in your squadron the principle herein stated for their guidance.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAMUEL F. DU PONT,

Commanding South Atlantic Blockading Squadron.

[Enclosure.]

DEPARTMENT OF STATE,

Washington, December 31, 1861.

SIR: This Department has been informally apprised that Commander Woodhull, of the U. S. S. *Connecticut*, recently exacted as a condition of the release of members of the crew of the British schooner *Adeline*, captured for a breach of the blockade, that they should enter into an engagement not to be employed in a similar proceeding in future. It

occurs to this Department that, as the requirement referred to is not warranted by public law, the commanders of blockading vessels should be instructed not to exact any similar condition for the release of persons found on board of vessels charged with a breach of the blockade. It may be lawful to detain such persons as witnesses when their testimony may be indispensable to the administration of justice, but when captured in a neutral ship they can not be considered and ought not to be treated as prisoners of war. Angus Smith, John Mooney, and John H. McHenry, the alleged British subjects above referred to, are consequently to be considered as absolved from the obligation represented to have been required of them by Commander Woodhull.

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

WILLIAM H. SEWARD.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Lieutenant Budd, U. S. Navy, commanding U. S. S. Penguin regarding boat expedition to Bear Bluff, S. C., January 4, 1862.

U. S. S. PENGUIN,
Off Charleston, January 14, 1862.

SIR: I have the honor to report that on January 2 I steamed up the North Edisto River to the vicinity of White Point, where it was previously reported that the rebels were placing cannon. We saw none, and after discharging some shell at rebel pickets, both horse and foot, which were seen on the premises known as King's and Legaré's, as also at Rockville, we returned to our anchorage.

January 4, feeling satisfied that a quantity of corn was in possession of the rebels at Bear Bluff, we again ascended the river and anchored off that place. After exploding a few shell over it, I dispatched Acting Master Wright, with Acting Master's Mate Anderson and 25 of the crew, together with the rifle howitzer mounted on a flatboat. When near the landing they were fired on by about 20 rebels, but sustained no injury. These were dispersed by small arms and grape from our boats and shell from the vessel, when Mr. Wright landed with his party and the howitzer and raised our ensign on the summit of the house known as Rivers. After allowing the contrabands who followed the vessel up the river to fill their boats with corn, he set fire to the buildings with their contents, thus depriving the enemy of this place of shelter and subsistence.

In the meantime a number of riflemen fired upon the vessel from a thicket on the left bank of the river, but their balls fell short, and a few shell dispersed them in the direction of King's house.

Upon the return of Mr. Wright and party, we steamed down to our anchorage.

The above facts were communicated to Captain Ammen on his arrival at Edisto; still I have deemed it proper to report them to you and to enclose herewith Mr. Wright's statement.

Very respectfully, your obedient servant,

THOS. A. BUDD,
Acting Lieutenant, Commanding.

Flag Officer S. F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

U. S. S. PENGUIN, *January 9, 1862.*

SIR: I have the honor to report the complete success of the boat expedition detailed by you to dislodge a picket of the rebels and to destroy the buildings occupied by them at Bear Bluff.

On arriving within 60 yards of the shore, we were fired upon by a party of the enemy who were secreted in the bushes and in two negro houses near the landing. I immediately directed Acting Master's Mate Anderson to throw in a charge of grape from the rifled howitzer, and pulled for the shore with the cutter. On reaching the top of the bank we discovered the rebels (about 20 mounted men) in full flight toward the woods and beyond the reach of small arms. Having landed the howitzer, I threw out a small party of skirmishers to examine the buildings and proceeded to the large house, behind which, on a level space of about 3 acres, the ground was staked as for a battery. Being assured by the negroes that the place was occupied by the enemy for military purposes, I deemed it my duty to destroy it, and after allowing the negroes to remove as much corn as their boats could take away, I set fire to the house and outbuildings and burned them to the ground together with 400 bushels of corn, a quantity of forage, and about 30 bales of unginned cotton.

I beg leave to speak in high terms of [the] coolness and good conduct of the men engaged in this affair. The enemy fired about forty shots, most of them passing over us, and only one striking the boat. At a short distance on the road taken by the rebels we found a very fine double-barreled gun and equipment with forty rounds of ball cartridge, and one U. S. cavalry saber with belts complete, apparently thrown away in their hasty flight.

The buildings burned were one large dwelling house, a cotton house, cornerib, forage house, stable, coach house, and eight negro quarters.

Very respectfully, your obedient servant,

W. G. WRIGHT,
Acting Master.

THOS. A. BUDD, Esq.,
Lieutenant, Commanding U. S. S. Penguin.

Report of Lieutenant Ammen, U. S. Navy, commanding U. S. S. Seneca, regarding a reconnoissance in North Edisto River, January 5, 1862.

U. S. GUNBOAT SENECA,
North Edisto Harbor, January 8, 1862.

SIR: I have the honor to report that at 8 a. m. of the 5th we entered the port of North Edisto, having left Port Royal at 4 p. m. of the 4th instant.

The *Penguin*, Lieutenant Commanding Budd, was in command of these waters. The colony has largely increased, numbering probably 1,000 negroes.

On the 2d or 3d the *Penguin* went up to Bear Bluff, particularly to enable the negroes to get a supply of maize. They brought away 100 bushels and burned the remainder and also the house occupied by rebel soldiery, who had fired upon them. I have encouraged the collection of maize and other food, and have no apprehensions of immediate want.

On the morning of the 7th the *Seneca* proceeded up to White Point, accompanied by the *Penguin*. We found King's house apparently

deserted and only a few mounted pickets at James Legaré's, and ascertained that they no longer used the houses as barracks.

The rebels have brought nine pieces of field artillery, no doubt for our benefit should we get aground near White Point. This, I suppose, is the "heavy artillery" mentioned by me in a former report.

I regard it advisable, and perhaps necessary, that two vessels should be here, and also that if the army do not intend to occupy this important point that all the blacks who desire to leave should have the opportunity. This would no doubt avoid in some measure the exertions which will otherwise be made sooner or later to capture them.

The prisoner, a Mr. Black, is well known to the blacks, who appear to regard him with great suspicion. You will remember him as the person sent up by me to be released. Owing to their fears, I continue to hold him, and shall do so several days longer.

I have the honor to be, very respectfully, your obedient servant,
DANL. AMMEN,
Lieutenant, Commanding Seneca.

Flag-Officer SAML. F. DU PONT,
Commanding U. S. Naval Forces in Southern Atlantic.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, regarding the duty of the U. S. steamers Alabama and Pembina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 6, 1862.

SIR: You will please direct the *Alabama* to come to this port with all dispatch. The *Pembina* will remain with you for the present. Captain Gillmore, of the Engineers, goes in her to make some reconnoissances. Please place him in communication with Commander Rodgers.

Your official letter, received Saturday, was very interesting, and I sent some of its contents to Washington.

I am excessively in want of vessels to relieve the blockading ships now out of cover [sic] nearly all at the same time.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. P. GILLIS,
U. S. S. Seminole, Wassaw Sound.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, regarding the disposition of certain vessels.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 6, 1862.

SIR: I have dispatched to the *Ottawa*, Lieutenant Commanding Stevens, to order the *Penguin* out of Edisto, to report to you for the blockade of Charleston, and to inform you that the *Alabama* will leave here Wednesday morning, also to report to you.

If, with the *Penguin* and *Alabama*, you consider the blockade safe, the *Mohican* and *Augusta* can both leave for this port. If you think proper you may move the *Pocahontas* and place her in a more effective position.

In short, please use your best judgment in disposing of the *Penguin*, *Pocahontas*, and *Alabama*, which your experience will enable you to do. For example, whether a vessel like the *Pocahontas*, between the Rattlesnake Shoal and Maffitt's Channel, would not be better placed than off Stono, where only small vessels can get in. The *Ottawa* is to return.
Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander GODON,
U. S. S. Mohican.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Stevens, U. S. Navy, commanding U. S. S. Ottawa, to proceed on special duty to North Edisto and Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, January 6, 1862.

SIR: Please proceed with the *Ottawa* under your command to North Edisto and direct the *Penguin*, Lieutenant Commanding Budd, to repair off Charleston and report to Commander S. W. Godon, of the *Mohican*.

You will proceed off Charleston yourself and deliver the accompanying dispatches to Commander Godon, and after receiving his reply will return to this harbor with all dispatch, showing this order to Commander Godon.

Should the latter have left, you will give the dispatch to the senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding STEVENS,
U. S. Gunboat Ottawa, Port Royal Harbor.

Order of the Secretary of the Navy to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, to report for duty at Port Royal, S. C.

NAVY DEPARTMENT, *January 6, 1862.*

SIR: Proceed with the U. S. S. *Keystone State* to Port Royal, S. C., and report to Flag-Officer Samuel F. Du Pont for duty as a part of the South Atlantic Blockading Squadron. On the way you will communicate with our blockading vessels off the ports of Georgetown and Charleston, S. C.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander WM. E. LE ROY,
Commanding U. S. S. Keystone State, Hampton Roads, Va.

Order of the Secretary of the Navy, to Lieutenant Pattison, U. S. Navy, commanding U. S. S. Sumpter, to report for duty at Port Royal, S. C.

NAVY DEPARTMENT, *January 6, 1862.*

SIR: The U. S. S. *Sumpter* will form a part of the South Atlantic Blockading Squadron, and you will proceed with her to Port Royal, S. C., and report to Flag-Officer Samuel F. Du Pont for duty accordingly.

In proceeding to your destination, you will avoid bad weather as much as possible, keeping near the coast and touching at any of the points in our possession, if advisable.

Transmit to the Department before sailing a muster roll of the crew and a separate list of the officers of the *Sumpter*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant THOMAS PATTISON,
Commanding U. S. S. Sumpter, New York.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward, to report for duty at Port Royal, S. C.

NAVY DEPARTMENT, January 6, 1862.

SIR: Proceed with the U. S. ship *Onward*, under your command, to Port Royal, S. C., and report to Flag-Officer Samuel F. Du Pont for duty as a part of the South Atlantic Blockading Squadron.

Transmit to the Department before sailing a muster roll of the crew and a separate list of the officers of the *Onward*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Volunteer Lieutenant J. F. NICKELS, U. S. Navy,
Commanding U. S. Ship Onward.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, regarding the transfer of three stone vessels for the use of the army.

FLAGSHIP WABASH,
Port Royal Harbor, January 7, 1862.

GENERAL: It gives me pleasure to comply with the request of Captain Saxton, forwarded through you.

I shall therefore give directions for the transfer of the *Garland*, *Jupiter*, and *Timor*, three of the stone vessels, to the Quartermaster's Department.

Respectfully,

S. F. DU PONT,
Flag-Officer.

General SHERMAN,
Commanding Expeditionary Corps, Hilton Head.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, to facilitate communication between French commander and consul at Port Royal, S. C.

NAVY DEPARTMENT, January 7, 1862.

SIR: The Department learns from the Secretary of State that the French war steamer *Bellone*, Commander Marquis de Montague, will repair to Port Royal for the purpose of communicating with the French consul in that vicinity, and hence no obstructions will be interposed by the squadron under your command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy to the Secretary of State regarding communication between French commanders and consul at Port Royal, S. C.

NAVY DEPARTMENT, January 7, 1862.

SIR: I have the honor to inform you that, agreeably to your request of the 4th instant, the proper navy officers have been advised of the proposed visit of the French war steamers *Catinat* and *Bellone* to Norfolk and Port Royal, respectively, to communicate with the French consuls there, and hence to interpose no obstructions to those vessels.

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

GIDEON WELLES.

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

Report of Commander Gillis, U. S. Navy, transmitting report of a reconnoissance in Freeborn's Cut, Georgia, by Commander Rodgers, U. S. Navy, and Captain Gillmore, U. S. Army, January 7, 1862.

U. S. STEAM SLOOP SEMINOLE,
Wilmington River, Georgia, January 9, 1862.

SIR: The launch of this vessel, with howitzer and armed boat's crew, was sent to accompany the reconnoissance made on the night of the 7th instant of Freeman's or Freeborn's Cut by Captain Rodgers, of the *Flag*, and Captain Gillmore, of Engineers. I respectfully forward their report, with copy of Captain R.'s letter:

FLAG, January 8, 1862.

SIR: I have the honor herewith to enclose a report made by Captain Gillmore and myself to our respective chiefs of the result of our examination of Freeborn's Cut.
Very respectfully, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

Captain JNO. P. GILLIS,
U. S. S. Seminole.

A small chart, enlarged from a newspaper chart, accompanies the report. They did not, I learn, reach the short bend mentioned by pilots, around which vessels have to be swung by hawsers. The fort on Fig Island, near the city of Savannah, 1 mile above Fort Jackson (mentioned by the contraband Jim, whom I sent you by *Alabama*), is not placed on the chart. Fort Jackson is represented as a strong work, covered. I merely mention these as matters of precaution.

The steamer *Florida* appeared off Wassaw Bar about noon of the 7th instant, fired a gun and hoisted a jack; exchanged numbers with U. S. S. *Flag*; a boat with pilot was sent out to her. She proceeded to the southward without communicating, not waiting for boat, which was dispatched at once, consequently we infer she had not letters or orders for us.

The *Pembina* will give Captain Gillmore passage to Port Royal, and, with your approbation, return same day to this anchorage with mails, etc.

It is thought requisite and proper to have more vessels here. The enemy's steamers run daily to and from the battery on Skiddaway, which he is strengthening, all which is given that you may be aware of the condition of affairs here, not from apprehension of movements

we know nothing of. Our paymaster is anxious about some requisitions he forwards.

Respectfully, sir, your obedient servant,

JNO. P. GILLIS,

Commander, Commanding Naval Force, Wassaw Sound, Georgia.

Flag-Officer S. F. DU PONT, U. S. Navy,

Comdg. Southern Blockading Squadron, Port Royal Harbor, S. C.

[Enclosure.]

U. S. S. FLAG,

Wassaw Sound, January 8, 1862.

The undersigned, in accordance with verbal instructions from their respective chiefs, have made a joint examination of Little Tybee River [Creek], or Freeborn's Out, from its mouth upon Wassaw Sound to within half a mile of Mrs. Barnard's house, situated upon the first fast land on Wilmington Island. Above this the passage is also known as Wilmington Narrows, until it reaches St. Augustine Creek.

They have information, which they deem reliable, that a regiment of Savannah Light Infantry, without cannon, is stationed on Wilmington Island, near Dr. Screven's house, a mile beyond Mrs. Barnard's. They also learned that the channel passes near both those houses, within 50 yards of Dr. Screven's.

They agreed that it was very improbable that the boats could pass so near the enemy without being seen by his pickets, and thus disclosing their examination. Discovery, by warning the enemy to close the passage, would have militated more against the interests of the public service than a successful examination would have promoted it; here, therefore, their reconnoissance ended.

The distance from the ship to which their examination reached was about 9 miles, extending up Tybee River about 7 miles. The depth of water at half tide varied from 3 to 7 fathoms.

They found that Isaac Tattall, the colored pilot, was thoroughly acquainted with the channel. The accuracy of his knowledge of the part under examination gives assurance that he may be perfectly relied upon as pilot for the rest of the passage.

The channel, as far as seen, was wide, deep, and practicable; beyond, they learn that it is narrow, but still deep, and it is believed practicable for vessels 160 or 170 feet long.

The information in regard to the unseen part has been derived from carefully collating the declarations of Isaac with those of other negroes intimately acquainted with this passage.

The undersigned have therefore come to the conclusion that gunboats may pass into Savannah River, through Freeborn's Out, without meeting any artificial obstructions or any serious natural impediment. Should, however, any unknown obstacle be encountered, the return will be easy and nothing will have been sacrificed.

The undersigned would recommend that, after entering Savannah River, a rapid advance should be made on the city, fighting the vessels past Fort Jackson and reducing it from above, in order to allow the unarmed transports free ingress. Upon the successful accomplishment of this purpose, the batteries on Skiddaway Island and at Thunderbolt will probably be abandoned; their positions, no longer valuable, would scarcely be tenable. Fort Pulaski will be completely blockaded by the same movement, its supplies cut off, its usefulness destroyed, and its troops demoralized. It is found from the Coast-Survey chart and from testimony that Fort Jackson stands upon a peninsula less than 2 miles

wide and covered with rice fields. Vessels stationed in St. Augustine Creek and Savannah River can cross their fires over it, rendering troops holding it secure against successful attack by land forces.

This position, with a wharf, a fort capable of resisting a *coup de main*, with an open line of water communication with Tybee and Port Royal, with probably another shorter inland passage through Wall's Cut, seems to be a good *point d'appui* for a base of military operations in this vicinity.

Enclosed herewith is a sketch showing the routes proposed.

Very respectfully, your obedient servants,

JOHN RODGERS,
Commander.

Q. A. GILLMORE,
Captain and Chief Engineer, E. C.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Coast Squadron, Port Royal, S. U.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, acknowledging report of reconnoissance in Freeborn's Cut, January 7, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, January 11, 1862.

SIR: I have had the satisfaction to receive your dispatch of the 9th instant, enclosing official report of the reconnoissance made by Commander Rodgers, of the *Flag*, and Captain Gillmore, of the Engineers, of Freeman [Freeborn's] Cut, together with a chart thereof.

I have also to thank you for your own remarks upon the same, which I deem important.

The *Pembina* could not be dispatched yesterday, as she had to get coal, but I send her to-day.

I am very much pressed for vessels to relieve those blockading, and I will thank you to inform me what is the least force and what the most suitable character of vessels required for holding Wassaw.

Lieutenant Commanding Bankhead has been directed to collect all the papers and mail which have arrived since I sent by the boat *Hale* to you.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. P. GILLIS,
U. S. Ship *Savannah*, Wassaw.

Cruise of the U. S. S. Florida, along the coast of Florida, January 7 to February 11, 1862.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting instructions to Commander Goldsborough, U. S. Navy, Commanding U. S. S. Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 11, 1862.

SIR: I have the honor to enclose to the Department a copy of my instructions to Commander J. R. Goldsborough, of the *Florida*, whom I have dispatched to Cedar Keys for the reasons therein stated.

I have since heard that the *Santiago de Cuba* has proceeded to the same place.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., January 6, 1861 [2].

SIR: You will please proceed with the *Florida* under your command to Cedar Keys, west coast of Florida. As you move down the coast you will communicate (if it involves but little delay) with Captain Lardner, of the *Susquehanna*, and Commander Steedman, of the *Bienville*, keeping a bright lookout for vessels which may intend running the blockade.

My object in sending you to Cedar Keys is to intercept the *Gladiator*, heavily loaded with arms and munitions, or her cargo transshipped into small vessels and forwarded from Nassau, where the *Gladiator* had arrived from England.

She has been sold to the Confederates and, besides, is liable to capture for her contraband cargo.

The close blockade of this coast now, and the prevalence of easterly gales has, I am induced to believe, directed the vessels running the blockade to Cedar Keys, from which they are sent up by Florida Railroad to Savannah.

You are aware that Cedar Keys is within the command of Flag-Officer McKean, but as I can not reach him by letter in the time you could be, for the moment, performing the important service mentioned above, I have not hesitated to dispatch you.

If you have an opportunity to communicate with Flag-Officer McKean, you will do so, handing him a copy of this order.

You will also endeavor to communicate with Commander Emmons, of the *Hatteras*, at Apalachicola, and inform him of my suspicions in reference to the vessels running into Cedar Keys.

You will return here whenever your judgment directs, for I do not mean that you shall assume the blockade of Cedar Keys, but only to watch for a time for the *Gladiator*. She was, according to my latest information, at Nassau, with the U. S. S. *Flambeau* outside.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer.

Commander J. R. GOLDSBOROUGH,

U. S. S. Florida.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., January 6, 1861 [2].

SIR: I forgot to mention in your orders of this date that you can call at Key West and get any information that will be of service in making more effectual the blockade; also at Cedar Keys. Endeavor to get

information respecting the condition of things in Florida, as to its defenses and Union sentiments there.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer.

Commander J. R. GOLDSBOROUGH,
U. S. S. Florida.

P. S.—On meeting senior officers at Key West or elsewhere, conform to regulations in showing your orders.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 15, 1862.

SIR: Having received information in January last requiring immediate attention that Cedar Keys was much resorted to by vessels running the blockade, and being desirous to intercept the *Gladiator*, which shortly before had arrived at Nassau, I sent the *Florida*, Commander J. R. Goldsborough, to the point first mentioned, directing him to communicate with the authorities at Key West, and also, if possible, with Flag-Officer McKean.

Commander Goldsborough has returned to this port, having passed and seen the various light-houses referred to in his report, a copy of which is herewith forwarded.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Commander Goldsborough, U. S. Navy, commanding U. S. S. Florida.

U. S. S. FLORIDA,
Port Royal, S. C., February 11, 1862.

FLAG-OFFICER: I have the honor to submit the following report in obedience to your instructions of the 6th of January:

I sailed from Port Royal on the 7th, and having communicated with Captain Lardner, of the *Susquehanna*, and Commander Steedman, of the *Bienville*, I continued coasting along, keeping a bright lookout for vessels intending to run the blockade, sighting all the light-houses and beacons until my arrival at Key West, on the 11th, where I found the sloop of-war *Portsmouth*, Commander Swartwout, the gunboats *Tahoma*, Lieutenant Commanding Howell, *Itasca*, Lieutenant Commanding Caldwell, and *Wanderer*, Lieutenant Commanding Spotts, the latter guard vessel to the port. The *Flambeau*, Lieutenant Commanding Temple, having coaled, sailed the day previous to my arrival for Nassau to intercept the Confederate steamer *Gladiator*, which vessel was in Nassau on the 1st of January; had made no transshipment of cargo, but had got in her stern moorings with the apparent intention of getting to sea. The collector informed me that the rebels had erected a small battery of two 32-pounders on Sea Horse Key; about 70 men of the

Fourth Florida Regiment, under Captain Hunt, had been stationed there until, anticipating a naval expedition against Fernandina, all but a corporal's guard had been withdrawn; that seven of our fishing smacks had been captured and their crews imprisoned in the fort. This information was furnished by one of the prisoners liberated on parole. I sailed from Key West on the 12th with the *Portsmouth*, forwarding by her to Flag-Officer McKean a copy of my instructions and a communication from myself, and continued coasting along looking into Charlotte Harbor and Tampa Bay, where I communicated with Lieutenant Commanding Eaton, of the bark *Ethan Allen*, and on the 15th, off Anclote Key, with the bark *Kingfisher*, Lieutenant Commanding Couthouy, to both of whom I furnished a description of the *Gladiator*. I anchored off the Cedar Keys on the evening of the 15th and on the morning of the 17th the U. S. S. *Hatteras*, Commander Emmons, came out from the inner harbor and informed me that he had destroyed the guns on Sea Horse Key, the railroad depot, seven cars, telegraph station, and store house for turpentine; also five fishing smacks and two schooners, partly laden; had taken Lieutenant Weeks and 10 men of Fourth Florida Regiment prisoners from Depot Key. The only other vessel in port was the schooner *Fanny*, loaded with turpentine; she escaped during the night, but was afterwards captured attempting to run into Tampa Bay. This is the vessel that was recaptured from Lieutenant Selden. They were quiet and civil on this key, and, though all disloyal, none bearing arms against the Government of the United States.

The Cedar Keys has been of considerable importance to our enemies, and will so continue unless we take immediate possession, which can be done with a small force, and held against a very superior one. It is one of the most interesting places on the peninsula of Florida. The settlement is on Depot Key, Sea Horse Key being uninhabited. The light-house on the keeper's dwelling, beacon, and buoy on the reef still remain. The lens from this, as well as from all other light-houses on the Florida coast, have been removed. The light-houses on Carysfort Reef, Sombrero, Key West, Sand Key, Tortugas, and the light-ship at Port Royal "are shining as the safeguards and symbols of fraternal commerce and peaceful civilization." After remaining off the Cedar Keys for nineteen days without, except in one instance, seeing a sail, I determined to return to this port, touching at Key West for coal. I was influenced in so doing by the entire destruction of the Cedar Keys and facilities for landing cargo, which would compel the *Gladiator* or any other vessels to look to some other point, added to which the *Gladiator's* draft of water, 12 feet, would permit her to enter the harbor only on the spring tides. The *Hatteras* grounded, drawing only 8 feet. I offered the services of the *Florida* to the military authorities at Key West to assist in taking possession of the Cedar Keys, but, owing to the absence of the general commanding, and the want of instructions, they were declined. Not hearing anything reliable respecting the movements of the *Gladiator*, I left Key West on the 7th instant, coasting along under easy steam until my arrival at this place.

The gunboat *Tahoma*, Lieutenant Commanding Howell, is now blockading off the Cedar Keys.

I enclose abstract of vessels boarded, and am,

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Commander, U. S. Navy.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Receipt of Assistant Quartermaster Saxton, U. S. Army, for stone vessels transferred for the use of the army.

HILTON HEAD, *January 8, 1862.*

Received of Flag-Officer S. F. Du Pont, commanding South Atlantic Blockading Squadron, the following vessels, part of the stone fleet, to wit: *Frances Henrietta, Corea, Garland, Jupiter, and Timor.*

R. SAXTON,
Captain, U. S. Army, Assistant Quartermaster.

[Endorsement.]

U. S. FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 14, 1862.

The *Jupiter* and *Timor* were subsequently withdrawn and sunk at Charleston, S. C.

U. H. DAVIS,
South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Lanier, U. S. Navy, commanding U. S. S. Alabama, to proceed to duty off Charleston Bar.

FLAGSHIP WABASH,
Port Royal Harbor, January 9, 1862.

SIR: You will please proceed with the *Alabama* under your command off Charleston Bar and report yourself to the senior officer for blockading duty.

In the event of finding yourself the senior officer, you will assume the charge of the blockading force off that place.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander E. LANIER,
U. S. S. Alabama.

Letter from Flag-Officer Du Pont, U. S. Navy, to Assistant Boutelle, U. S. Coast Survey, regarding the buoying of Port Royal Harbor.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 9, 1862.

SIR: It has occurred to me that we should have a better understanding as to your operations, and make the following suggestions:

I am expecting the light-ship here in a few days, and I will be obliged to you if you will drop a buoy to-day on the place she is to occupy.

When I requested you to survey Skull Creek and Broad River it was my expectation that the results of a rapid reconnoissance, showing the direction of the principal channels and the depth of mean low water, could be furnished in a few days, the completion of the work being left to a more leisurely time. I find, however, that I can depend upon the skill of pilots and masters for the safe navigation of these passages, and I therefore will ask you to turn your personal attention to the placing of the buoys in the harbors and sounds in the possession of the naval forces under my command, and to take up in the following order: Tybee Entrance, St. Helena Sound, Wassaw Sound, South Edisto, Ossabaw Sound, North Edisto.

Of these harbors the first four are like Port Royal—permanently occupied.

Vessels are passing in and out of their channels at all times, and if the latter are buoyed in such manner that with simple directions they can be traversed by a stranger in security much labor and delay will be saved.

No one knows how to do this better than yourself, and I rely upon your judgment and zeal.

Please deliver to this ship the barge taken in North Edisto.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

C. O. BOUTELLE, Esq.,
Assistant U. S. Coast Survey, Port Royal Harbor.

Report of Lieutenant Truxtun, U. S. Navy, regarding expedition to Bailey's Island, South Carolina, January 10-12, 1862.

U. S. SHIP DALE,
St. Helena Sound, South Carolina, January 13, 1862.

SIR: I have to inform you that on the 9th instant Colonel Thomas Welsh placed Companies H and K, Forty-fifth Pennsylvania Volunteers, numbering 131, rank and file, under my command. With these two companies and a detachment from this ship of seamen and marines, numbering in all 205 fighting men, I left this ship on the morning of Friday the 10th instant.

We visited Bailey's Island; found it entirely deserted by both whites and negroes, but well stocked with cattle, sheep, and horses.

We then proceeded up Bailey's Creek to the Episcopal Church, visiting many plantations on the way, but seeing no signs of an enemy.

On the 11th we marched from the Episcopal Church to Bailey's Landing, on the North Edisto River, from which we saw a gunboat about 2 miles to seaward of us, supposed to be the *Seneca*.

On the 12th, at 4 p. m., reached the ship, having been absent two nights and three days. During the expedition we visited many fine plantations and elegant residences. The negroes had removed and secreted in their quarters most of the furniture that had been left by their masters. Great care was taken that nothing should be removed from any of the plantations, excepting a few books, light novels, magazines, and sufficient forage to support the party. Both the volunteers and seamen deserve credit for their general good conduct.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant, Commanding.

Lieutenant Commanding J. W. A. NICHOLSON,
Senior Officer Present.

Report of Lieutenant Balch, U. S. Navy, giving information obtained from prisoners regarding Confederate batteries.

U. S. S. POCAHONTAS,
Off Stono Inlet, South Carolina, January 10, 1862.

SIR: I have the honor to report that I have this day received orders from Commander Godon to proceed to this port, "after early dark," and that after parting from the *Mohican* I stood in for an anchorage off

Stono, and discovered a small sailboat standing toward us from Stono Inlet, and at 3:50 p. m. she came alongside with four white men in her, who represented themselves as Northern men and who desired to place themselves under our protection. They were in uniform and state that they belonged to the "Lucas Artillery," commanded by Major J. Jonathan Lucas, whose headquarters are on Cole's Island. They produced a pass from the commanding officer of Company A, and countersigned by Major Lucas, to go after oysters and to return by 2 p. m., but availed themselves of the opportunity to escape, which they did, and I have them on board, subject to your order.

Deeming it my duty to furnish you with all information relating to the forces of the enemy, I have obtained from these men the following statement, viz: That there are on Cole's Island four batteries, mounting 14 guns in all, and distributed as follows:

In the Marion battery, commanded by Captain Pope [Parker], there are 2 32-pounders and 1 VIII-inch columbiad, manned by about 35 men belonging to the La Fayette Artillery, with abundance of ammunition.

In the Ripley battery, commanded by Major Lucas, there are 3 42-pounders (solid shot) and one X-inch columbiad, which has been dismounted three times in firing, and manned by Company B, Lucas Artillery, amounting to 47 men. In this battery there is an abundance of ammunition, and an apparatus for heating shot and ——— for them already prepared.

In Fort Palmetto, also commanded by Major Lucas, there are 2 24-pounder rifled guns and 2 24-pounder smoothbore guns, manned by about 35 men of Lee's battery of artillery. This fort is an ancient fortification, around a portion of which is a ditch which, during the spring tides, is filled to the depth of 3 feet. The ascent to the parapet is so easy as to render it perfectly feasible to charge the fort at double quick.

In the Bastion battery, also commanded by Major Lucas, there are 2 18-pounder smoothbore guns, old pattern, and apparently of not much use, they having been removed from Fort Palmetto, where they had been since the Revolution. There is also 1 X-inch columbiad about 100 yards in the rear of the Bastion battery, which is manned by about 40 men belonging to the Lucas Artillery.

There are on Cole's Island at this time about 850 men, all told, and are well supplied with ammunition, but have neither coffee nor salt; and the troops enlisted for one year are going home, their time having expired. They have been expecting Burnside's expedition.

Fort Pickens [Pringle] about 1½ miles up the Stono, contains 9 24-pounder smoothbore guns and 1 12-pound howitzer.

These men state that 13 feet may be carried across Stono Bar at high water.

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

GEO. B. BALCH,

Lieutenant, Commanding Pocahontas.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the escape into Charleston, S. C., of the blockade runner Isabel.

Private.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., January 11, 1862.

MY DEAR SIR: I have no important official communication to make to the Department by the *Rhode Island*. General Sherman has been to

see me to-day. We have both been pushing reconnoissances of great moment and of promising character, but I am afraid to trust myself to speak of them, lest I might raise expectations in your mind which could not be realized. Some things we have discovered seem hard to believe.

I take this occasion to say that a newspaper paragraph going the rounds asserting that General Sherman and myself were differing on any subject between us has no foundation whatever.

If what I have alluded to above turns out, as I hope, the mortar vessels would be of great importance.

The light vessel has arrived and the machinery for *Unadilla*, a god-send; four more regular gunboats would help us amazingly.

The *Isabel*, I am sorry to say, has got into Charleston, in a fog. The *Mohican* slipped her chain instantly on the lookout vessel of that channel firing a gun, but the *Isabel* was too swift. The *Mohican* blew her stern off by a shell; this we have from deserters from Stono to-day, brought down by the *Pocahontas*. She had coffee on board; no arms.

The *Mohican* chased her until she drew the fire of the forts.

With best regards to Mr. Fox.

I am, dear sir, faithfully, yours,

S. F. DU PONT,
Flag-Officer.

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

Letter of Flag-Officer Du Pont, U. S. Navy, to the Assistant Secretary of the Navy, regarding the prosecution of original plan of operations.

Unofficial.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 11, 1862.

DEAR SIR: I have only a short time to write by the *Rhode Island*, now here for a few hours on her way north; but I can not let her go without answering one part of your letter of the 4th of January.

You regret that the second expedition did not proceed, and say that "the original plan ought to have been carried out," because (in a former part of your letter in the same connection) "the political condition of things renders it imperative that we should possess all the Southern ports possible."

Will you permit me to remind you that the original plan of the expedition contemplated the seizure and occupation of two ports, as harbors of refuge, and that I have taken seven ports, and now actually hold five ports, of which three are in South Carolina and two in Georgia, and of which five ports, three are held by us in connection with the Army.

I received by this mail of to-day an important letter of December 10.

This reminds me to renew my earnest desire (previously expressed) to be in more rapid and regular communication with the Department than by the supply ship, and I would suggest that an understanding should be had between the commandant of the navy yard, the army quartermaster, and the post-office at New York.

Pray do not suppose from anything above that I have lost any portion of my interest in the Florida business.

It is only a question of ships, and it will be prosecuted as soon as it can be done without abandoning other points.

I am perfectly posted up in reference to it, but I ought to have one

or two efficient vessels of moderate draft, like the *Richmond* or *Hartford*, because the large men-of-war of the squadron are excluded. I should like also to have four additional regular gunboats, which would be allotting me eight only, out of the twenty-three.

The withdrawal of the *R. B. Forbes*, a most useful vessel, reduces my squadron. The *Wyandotte* is almost useless; the withholding of the mortar fleet makes me still further unhappy.

But, as I said to you in one of my previous letters, it is for the Department to judge what it can spare and what it can not, and to this I cheerfully submit.

It is my duty, however, to let you know in this unofficial way and with the best possible spirit that I feel myself very much pressed.

Thank you for the *Keystone State*.

Faithfully, your obedient servant,

S. F. DU PONT,
Flag-Officer.

Hon. G. V. FOX,
Assistant Secretary Navy, Washington.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, transmitting information regarding the progress of the work in opening Wall's Cut.

JANUARY 12, 1862.

COMMODORE: Since returning from the *Wabash* I have received the enclosed communication from Major Beard.

I shall keep a guard on Daufuskie Island with vedettes at the cut [Wall's], to give the quickest information in case of any demonstration made there by anyone.

In the meanwhile I think we are in a very fair way of an opening quickly.

Yours, truly,

T. W. SHERMAN.

Please return the enclosed.

[Enclosure.]

DAUFUSKIE ISLAND, SOUTH CAROLINA,
Saturday, January 11, 1862—5 a. m.

GENERAL: I have the honor to report that I concluded last night work which has resulted most satisfactorily. All the piles on the north part of the channel are removed, there being from 13 to 17 feet of water at high tide over the stumps.

The brig has been removed and now lies parallel with and close to the south side of the channel. A passage is thus left of 53 feet, navigable at high tide for any vessels not drawing over 13½ feet of water.

I send a rough draft* of channel herewith. Our work is now subject to discovery at any moment by parties from Savannah who are in the habit of gunning. Such a party passed the cut yesterday.

If it is thus discovered before being taken advantage of, our whole work will be rendered nugatory.

Very respectfully, your obedient servant,

OLIVER T. BEARD,
Major, Forty-Eighth New York Volunteers.

Brigadier-General T. W. SHERMAN,
Commanding Expeditionary Corps.

* Not necessary to publish.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding the cruise of that vessel from January 12-March 28, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 30, 1862.

SIR: I have the honor to enclose a copy of the report of Acting Volunteer Lieutenant I. B. Baxter of events during the time he was blockading off Georgetown, S. C., viz, from the 12th of January to the 28th of March, with the armed bark *Gem of the Sea*.

During this period he captured, on the 12th March, the British schooner *Fair Play*, 9 miles from Georgetown light-house, professedly bound for Nassau. He sent her to Philadelphia for adjudication under Acting Master Nelson Provost. Her captain (Thayer) was a police officer in the city of Charleston at the beginning of the rebellion.

Acting Volunteer Lieutenant Baxter has shown zeal and energy in the service, and at the present time is engaged in blockading duty again off Georgetown.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

[En Josure.]

U. S. BARK GEM OF THE SEA,
Port Royal Harbor, March 28, 1862.

SIR: I have the honor to report to you my proceedings with the *Gem of the Sea* while blockading off Georgetown, S. C., since the 12th of January up to the present date.

February 11, 1862.—At daylight in the morning, while lying to with the maintopsail aback, 8 miles S. S. E. from the entrance to Georgetown, wind light from S. W., saw a schooner bearing E. N. E. from us, distant 4 miles, apparently standing in for Georgetown entrance. I immediately filled away in chase of her, but we being discovered from the schooner about the same time that we discovered her, she kept off N. E. by E., setting a large square sail and all other sail they could make draw, and made the best of her way from us. I hoisted the ensign and fired a gun to bring her to. The shot fell far short of her. There was no notice taken on board the schooner of either signal or shot. I kept up the chase for three hours, but finding the schooner leaving us very fast, and she being nearly hull down, I gave up the chase and returned to my station.

February 27.—At 3 p. m., while laying off the north entrance to Georgetown, wind light from W. S. W., saw a schooner bearing east from us, distant 6 miles, steering N. N. W. I immediately set all sail possible and went in chase of her. We were soon after discovered from the schooner, when she kept off E. N. E., setting a large square sail and other sails and made the best of her way from us. I followed up the chase until dark, when we lost sight of her and gave up the chase.

The next day the U. S. gunboat *Mount Vernon*, blockading off Wilmington, N. C., captured the British schooner *British Queen* while attempting to run the blockade. I am quite sure it was the same schooner we were in chase of.

March 12.—At 11 o'clock a. m., Georgetown light-house bearing W. by N., distant 9 miles, boarded the British schooner *Fair Play*, of Halifax, Nova Scotia, Captain Thayer, with an assorted cargo, such as fish, soap, candles, shoes, brogans, boots, leather, blankets, blue flannel, etc. She was cleared at St. John, New Brunswick, for Nassau, New Providence. On examining her papers and log book and questioning the captain, I found everything about her and her captain of a suspicious nature. The captain's excuse for running in here was the loss of sails and want of water. I not being satisfied with his excuse, and the schooner not in a fit condition to send to a Northern port at this season of the year, I put a prize crew on board and sent her to Port Royal in charge of Acting Master Nelson Provost for your inspection.

You not being at Port Royal on Mr. Provost's arrival there, he reported himself and schooner to Captain Lardner, on board the U. S. S. *Susquehanna*, who supplied him with all he required, and sent him back with the schooner to me on the 20th instant for my decision as to the port she should be sent to for adjudication.

I sent her to Philadelphia. Captain Thayer, of the schooner *Fair Play*, while on board the *Susquehanna* was recognized by one white man and four negroes, who escaped from Charleston, S. C., in a boat on the 23d day of October last, and were picked up by the *Susquehanna* on the same day. Their depositions were taken by Captain Lardner, of the *Susquehanna*. They testified that they had known him (Captain Thayer) for two years and upward; first, as captain of the quarantine boat running between the city of Charleston and the quarantine, and secondly, as a city police officer, and he was in that capacity when they escaped from Charleston. Also, that when the troubles first broke out he adopted the secession uniform.

Whenever the wind and weather would permit me to approach near the entrance to Georgetown I could see small rebel steamers and schooners busily running between Georgetown, Santee River, and inland to Bull's Bay, and also a steamer of about 450 tons burden, with two masts, apparently armed, lying at anchor near the light-house. She always got underway when we approached near the entrance to the harbor. On one occasion, the wind being very light, she came outside of the bar, but immediately turned around and went in under the light-house and there lay with steam up.

During this cruise off Georgetown, S. C., of seventy-four days, we have been constantly underway, with the exception of fifty-three hours at anchor. The weather has been very severe throughout, with a succession of heavy gales, thick, cold fogs, and much rain.

Necessary duty has caused my crew to be much exposed to the severe weather, and the most of them have been laid up with severe colds.

I am short of officers and men, so much so that it would be difficult for me to work the guns and ship at the same time in case of an attack.

My full complement of officers and crew is 70. I am short 2 acting masters and 9 of the crew, and 11 on board are sick; 8 of those on board sick have been off duty nearly the entire cruise. I do not think they will be able to do duty very soon, as their diseases are of long standing.

Acting Master S. V. Bennis was sent to New York on the sick list. Acting Master N. Provost was sent to Philadelphia in charge of the prize schooner *Fair Play* with 3 men. Two men were sent to New York in U. S. frigate *Sabine*, and 4 men were sent to Philadelphia in U. S. S. *Rhode Island* on the sick list.

I am sorry that the want of supplies obliged me to leave my station unprotected.

Enclosed please find the report of vessels boarded; also a copy of the surgeon's report of the sick.

I am, sir, respectfully, your obedient servant,

I. B. BAXTER,
Acting Volunteer Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Commander Livingston, U. S. Navy, Commanding U. S. ship Cumberland, to report for duty at Port Royal, S. C.

NAVY DEPARTMENT, *January 13, 1862.*

SIR: On the arrival of the U. S. sloop of war *Savannah* at Hampton Roads you will proceed with the sloop of war *Cumberland* to Port Royal, S. C., and report to Flag-Officer Samuel F. Du Pont for duty as a part of the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander JNO. W. LIVINGSTON,
Commanding U. S. Ship Cumberland, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding ship timber in the creeks and inlets of the South Carolina and Georgia coasts.

NAVY DEPARTMENT, *January 13, 1862.*

SIR: As soon as you can spare the U. S. sloop *Savannah* you will send her to Hampton Roads, to report to Flag-Officer Goldsborough for duty on his squadron, and on her arrival there the *Cumberland* will be sent to you in place of her.

It has been represented to the Department that there are large quantities of ship timber prepared for market, some afloat and some ashore, in the creeks and inlets of the South Carolina and Georgia coasts, and it is desirable, therefore, that an examination should be made as soon as convenient to ascertain the fact.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, forwarding information regarding the blockade runner Emily St. Pierre.

NAVY DEPARTMENT, *January 13, 1862.*

SIR: The following extract from a letter received by a firm in Boston from one of their shipmasters in Calcutta has been communicated to the Department:

NOVEMBER 11, 1861.

The ship *Emily St. Pierre*, a Charleston, S. C., ship, but now under the English flag and hailing from Liverpool, is loading here with gunnies for St. John, New

Brunswick. Her captain is a Scotchman and says he may make the land farther south and west.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, regarding the movements of various United States vessels.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., January 13, 1862.

SIR: You will proceed with the U. S. S. *Flag* under your command and relieve the *Bienville*, Commander Steedman, directing her to return to Port Royal. You will find her cruising between St. Andrew's and St. John's, and covering Fernandina.

The *Ottawa*, Lieutenant Commanding Stevens, will go down with you, and you will dispose of her to the best advantage.

The condition of the *Flag* is so doubtful that you can return at your discretion, leaving Lieutenant Commanding Stevens in charge.

On your way down please tell Captain Lardner I will send the *Pocahontas* to relieve him.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander JOHN RODGERS,

U. S. S. Flag, Wassaw Inlet.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, regarding orders issued to certain United States vessels.

FLAGSHIP WABASH,

Port Royal Harbor, January 13, 1862.

SIR: I send *Pembina* back with *B. B. Hale*. I must withdraw for a season the *Flag*, as I am pressed to get the blockading force relieved that it may recoil.

I had intended sending the *Seminole* to relieve the *Mohican*, for all the vessels of the squadron should take their turn at blockading in the winter season, slow or fast. The Department, instead of increasing my force, has withdrawn the *Forbes*, etc.

I am under the impression that engineers do not like to work much at their engines except in a Northern port and alongside of a yard, and with convenient access to foundries. During the war this can not be, and your engineer must keep his engine in order by daily tinkering, if necessary.

Have you no calkers on board? A few men, with hours for labor systematically arranged, can accomplish a great deal. I will send home for some.

I intend sending no vessels home that we can possibly repair out here unless entirely broken down, and so pronounced by survey; and if this is understood by the engineers and others I think it will prove advantageous.

I requested Lieutenant Commanding Bankhead to see to your letters and packages, if there were any, or to any stores.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. P. GILLIS,
U. S. S. Seminole, Comdg. Blockading Forces in Wassaw Sound.

Letter from Lieutenant-Colonel Reynolds, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, suggesting the detail of a gunboat for the securing of cotton.

HEADQUARTERS U. S. RESIDENT AGENT,
Fort Welles, Port Royal, S. C., January 13, 1862.

SIR: I am informed of large quantities of cotton which can be secured if the proper means of transportation can be obtained. If not incompatible with the duties of the service, I would respectfully suggest that the gunboat *Ellen*, or some other boat of her draft, be detailed for that purpose for a few days.

Very respectfully, your obedient servant,

WM. H. REYNOLDS,
*Lieutenant-Colonel First Regiment R. I. Artillery,
U. S. Resident Agent.*

Flag-Officer S. F. DU PONT,
Commanding Squadron, Port Royal, S. C.

Letter from the United States minister to Belgium to the Secretary of State forwarding information of the clearing from Antwerp of the Spanish brig Simonita.

No. 45.]

LEGATION OF THE UNITED STATES,
Brussels, January 11, 1862.

SIR: Enclosed I have the honor to transmit to you a drawing and description of a Spanish brig, the *Simonita*, which cleared from the port of Antwerp yesterday for Havana, but which I have good reason to believe intends to run our blockade. She is loaded with arms, saltpeter, and cloth, and has a double crew.

Two other sharp, fast sailing vessels, also under Spanish flags, with double crews, are now loading with munitions of war at the same port, ostensibly for Havana. I will send you their descriptions later.

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

H. S. SANFORD.

Hon. WILLIAM H SEWARD,
Secretary of State, etc.

Letter of Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding movements of the steamer Nuestra Señora de Regla.

PORT ROYAL, S. C., *January 15, 1862.*

COMMODORE: The Spanish steamboat *Nuestra Señora de Regla* left here on Saturday last with Mr. Lane, cotton agent, and a guard of a

corporal and six privates. No one knows positively where Mr. Lane took her, but it is generally admitted that he went to Spring Island to gather his cotton. I am rather apprehensive that if he went up the Colleton River the boat has been seized by the rebels.

I therefore write to ask if you will send a gunboat into that river to ascertain if she is there, and to obtain any news of her.

I am sorry to trouble you with this matter, but my anxiety for her, and having no suitable vessel myself for such a purpose, compels me to write.

Very respectfully and truly,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding Blockading Squadron, Wabash.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, to proceed to duty off Fernandina, Fla.

FLAGSHIP WABASH,
Port Royal Harbor, January 16, 1862.

SIR: You will please proceed with the *Keystone State* under your command and relieve the steamer *Bienville*, off Fernandina, in the blockade of that port and adjacent waters, receiving from Commander Steedman such information as his recent experience will suggest.

You will receive herewith certain blockading instructions and directions in reference to prizes.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander WILLIAM E. LE ROY,
U. S. S. Keystone State.

General order of Flag-Officer Du Pont, U. S. Navy, regarding prisoners captured in neutral vessels.

GENERAL ORDERS, { U. S. FLAGSHIP WABASH,
No. 6. } *Port Royal Harbor, S. C., January 16, 1862.*

The attention of commanders of the vessels of the squadron is called to the following general order:

A British schooner was recently captured by one of our steamers for a breach of the blockade, and three of the crew, who claimed to be British subjects, released after entering into an engagement not to be again employed in a similar proceeding.

The requirement in question is not warranted by public law, and no such condition should be exacted by commanders of vessels in future.

It may be lawful to detain as witnesses such persons as may be found on board of vessels charged with a breach of the blockade when their testimony may be indispensable to the administration of justice, but when captured in a neutral vessel they can not be considered, and ought not to be treated, as prisoners of war.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Order of Commander Marchand, U. S. Navy, to Acting Volunteer Lieutenant Baxter, U. S. Navy, to assume temporary charge of the blockade of Georgetown, S. C.

U. S. S. JAMES ADGER,
Off Georgetown, S. C., January 16, 1862.

SIR: Our coal is nearly consumed, and it will be necessary for this steamer to return soon to Port Royal for fuel.

I regret having to leave without a relief steamer being here.

Some days ago I informed Flag-Officer Du Pont that we had but one week's fuel remaining, and expected a relief by this; but as none has come, I will be compelled to leave to-morrow evening or the day after for Port Royal.

You will be pleased to take charge of the blockade of this place on the departure of this steamer.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Commander.

Acting Volunteer Lieutenant I. B. BAXTER,
Commanding U. S. Bark Gem of the Sea, off Georgetown, S. C.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, requesting information regarding proposed combined operations.

PORT ROYAL, *January 16, 1862.*

COMMODORE: What have you decided on? Hoping to hear from you to-day, I have not pushed our affairs so much as I otherwise would. I am anxious to know what I can do. Please inform me to-night.

I remain, yours, truly and respectfully,

T. W. SHERMAN.

Flag-Officer S. F. DU PONT,
Commanding, etc.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding proposed joint operations in the Savannah River.

HEADQUARTERS EXPEDITIONARY CORPS,
Port Royal, S. C., January 16, 1862.

COMMODORE: From information which I believe reliable, and which more than confirms what I have before learned, the only land battery that can now be served against an assailing party in the Savannah River above Pulaski is Fort Jackson. A battery has been constructed on the very lower end of Hutchinson's Island, near Fig Island, and the guns are there, but on Saturday last had not been mounted. A large battery has been under construction on the island immediately opposite Fort Jackson during the past ten or fourteen days, but no guns had been sent there on last Saturday.

It appears to me that if the Savannah River is to be entered, now is the time, before these batteries can be completed.

Will it not be possible to go in there now with a sufficient force to make it a profitable job? Excuse me for intruding these lines upon you.

I will do everything in my power to prevent this opportunity being lost, but I know the case demands much consideration, and therefore write at once before your stone fleet goes out.

Very respectfully and truly, yours,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding Blockading Squadron, Frigate Wabash.

[Endorsement.]

WABASH, *January 16.*

Answered that I would be ready to furnish the naval force asked, and stone operation deferred if necessary.

S. F. DU PONT.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, urging the immediate prosecution of joint operations in the Savannah River.

PORT ROYAL, *January 16, 1862.*

COMMODORE: Yours of to-day is received. As our job may be a pretty large one, it may turn out that we shall be deficient in light-draft transportation, and I have therefore retained here all our vessels of the kind, which, indeed, excluding the *Atlantic* and *Baltic*, is all the kind we now have. The *Atlantic* will be ready to sail on Sunday, and I can probably spare one of the others, probably the *Star of the South*, though I intended to retain her for our operation.

Savannah, commodore, is a great point for us and the cause, and I know you will not let any secondary matter interfere with it. If we could get in there at once it would be an immense point gained, but I fear we shall be found out, for two citizens were taken prisoners at the cut [Wall's] yesterday, and they will certainly be missed and sought for. If they find out what we have done, it will not only make premature a movement on our part to protect the cut, but will cause the Georgians to go to work and hurriedly finish their defenses.

Since writing the above the citizen prisoners have arrived here. They have large families and seem much afflicted. They will unquestionably be missed and the removal of hulk found out.

Very truly, yours,

T. W. SHERMAN.

Flag-Officer DU PONT.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding published announcement of the opening of Wall's Cut, Savannah River.

PORT ROYAL, *January 17, 1862.*

DEAR COMMODORE: Since writing my note I have ascertained that the opening of Wall's Cut is published in the *New York Times* and *Baltimore American*. I have the officer in arrest who published it. They, of course, know it in Savannah ere this.

The moment I can get some siege guns on the flats I shall proceed to the Savannah River and do what I can toward cutting off Pulaski, and probably lay a base for land operations. I will do this, not knowing how far you are now ready.

Yours, truly, in haste,

T. W. SHERMAN,
Brigadier-General.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Lieutenant McCauley, U. S. Navy, commanding U. S. S. Flag, to proceed to blockade duty in St. Simon's Sound, Georgia.

U. S. FLAGSHIP WABASH,
Port Royal Harbor, January 17, 1862.

SIR: Commander J. Rodgers having been ordered on temporary official duty, you will proceed with the U. S. S. *Flag* to the blockade of St. Simon's.

The *Keystone State* has just been dispatched to cover Fernandina.

You will use vigilance in this duty, as I have information of vessels fitting out in England to run the blockade with arms on board for the rebel States.

You will probably meet Commander Steedman in the *Bienville*. Please say to him I have ordered the *Flag* in lieu of the *Norwich*.

I send herewith an additional list of suspected vessels, printed directions to prize masters, and General Orders, No. 6.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Lieutenant EDWARD Y. MCCAULEY,
U. S. S. Flag.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, to send to Port Royal, S. C., the U. S. S. Pembina.

FLAGSHIP WABASH,
Port Royal Harbor, January 17, 1862.

SIR: On the receipt of this communication you will send to Port Royal the U. S. gunboat *Pembina* and in her the contraband pilot Isaac Tattnall. The *Norwich* will take her place.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. P. GILLIS,
U. S. S. Seminole, Wassaw Sound.

[Enclosure.]

Statement of Isaac Tattnall December 6, 1861.

ISAAC TATTNALL, a contraband, was last from Brunswick, Ga.; says they have five batteries on St. Simon's, besides which they have two batteries on the inner point of Jekyl Island; about three guns in each battery; some are columbiads, and they have one rifle cannon, case-mates of palmetto, covered with railroad iron and iron shutters.

About 1,500 men on St. Simon's Island and 500 on Jekyl Island.

Been getting guns from Virginia all summer.

Isaac is a pilot along the Georgia coast from Wassaw to St. Mary's; was in a packet (*St. Mary's*) and saw the fight at Hilton Head. Says a heavy shell struck his (Tattnall's) vessel, and went through galley on the day of the fight. Day before a heavy shot struck 6 inches above water line, which forced the vessel to be run ashore (Maffitt then in charge), as the orders of Tattnall were disobeyed. Maffitt was tried by court-martial and turned out of the flagship.

Tattnall was at the fort at Bay Point day before the fight, when the injury occurred to his steamer.

All families have left Fernandina and Brunswick; no work, and food scarce, the poorer people grumbling at the war and its effects; he thinks they can't hold out six months longer. Some are drafted against their will.

Have heard gentlemen say they were sorry they had left the Union.

Left Savannah twelve days ago; they were talking of throwing up earthworks around the city, but had not commenced. Most of the families had left. Three thousand soldiers about Savannah.

The backwoodsmen won't fight shipping. Had asked for 600 men to volunteer to drive us from Tybee when first taken, but only 200 offered, when they gave it up.

Pulaski expected an attack the last spring tide, but are now at a loss about our intentions.

No Charleston troops have come to Savannah (as announced in a Charleston paper). Troops are not paid, their families suffering, and they are dejected: they are chiefly Germans and Irish.

Tattnall came down on the 26th ultimo to ascertain our ranges; said the *Savannah* and other vessels were only holding their fire to coax him nearer; when the shot reached him, he ordered the steamer out of range.

The people say that General Drayton did not fight hard, because he had a brother in command of one of the vessels.

The *Fingal* (propeller) was two-thirds loaded with cotton twelve days ago, and expected to get out by Wassaw.

It is rumored at Brunswick that Governor Brown had said that if the batteries could not withstand the fire of the shipping to retire and destroy their houses and property, and that the State would sustain the loss.

They have driven piles in the Little Muddy [Mud] and St. Simon's River and were driving them when he left.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Duncan, U. S. Navy, commanding U. S. S. Norwich, to proceed to blockade duty at Wassaw Inlet, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, January 17, 1862.

SIR: You will please proceed with the U. S. S. *Norwich* under your command to Wassaw Inlet and report to Commander Gillis, of the *Seminole*, for blockading duty in that harbor. You had better leave by 8 in the morning, which gives you full time to cross the Wassaw Bar before sunset.

Respectfully, etc.,

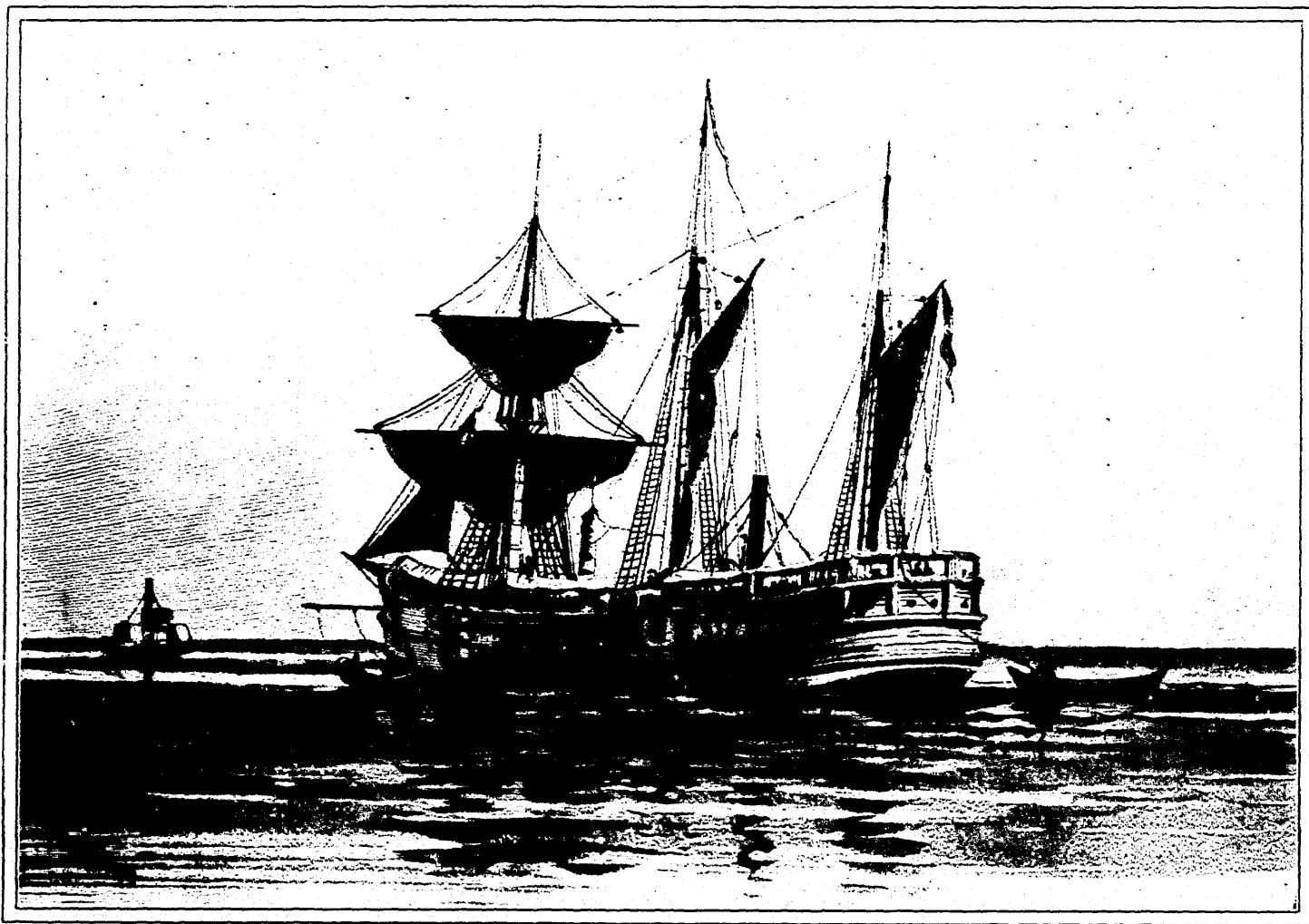
S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. M. DUNCAN,
U. S. S. *Norwich*, Port Royal Harbor.

Report of Acting Lieutenant Watmough, U. S. Navy, commanding U. S. S. Potomska, regarding the striking of that vessel on a shoal.

U. S. S. POTOMSKA,
Port Royal, January 17, 1862.

SIR: I regret to have to report that on my passage down to this port on Monday eve, the 13th instant, at 10:30 p. m., the weather being



UNITED STATES STEAMER NORWICH.

thick and foggy, this vessel struck amidst the breakers on the extreme point of Cape Lookout Shoal, where we remained twenty minutes. I took measures immediately to relieve her of the battery, but an open sea presenting itself, the order was countermanded, and we steamed off without damage to hull or machinery, as far as we can ascertain.

The great deviation of our compasses caused this mishap. I left New York trusting to the channel bearings to discover any deviation, and was assured by the pilot that our port compass was as near true as possible. Our binnacles are placed immediately on top of the boiler, besides being exposed to the influence of the engine room directly in rear, the battery in front, and heavy iron davits at the sides, all of which rendered my precautions of a point and a half to the eastward of little avail.

I respectfully request that, if compatible with the public service, I may be allowed time to correct, as far as possible, the deviations before going seaward again.

I am, sir, etc.,

[P. G. WATMOUGH,
Acting Lieutenant, Commanding.]

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Pattison, U. S. Navy, commanding U. S. S. Sumpter, regarding injury to that vessel.

U. S. S. SUMPTER,
Fortress Monroe, January 17, 1862.

SIR: I have the honor to report that in consequence of damage to my machinery I was obliged to enter this harbor.

The chief engineer informs me that he will require four or five days to make the necessary repairs. When completed, I will proceed without delay to Port Royal.

Respectfully, your obedient servant,

THOS. PATTISON,
Lieutenant, Commanding.

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

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the transmission by vessels of war of official correspondence between foreign powers and their consular agents in blockaded ports.

NAVY DEPARTMENT, *January 17, 1862.*

SIR: Referring to the letters addressed to you on the 7th instant, in relation to the proposed visit of the French war steamer *Bellone* to Port Royal, I now enclose for your information extracts from a circular* addressed to the representatives of foreign powers in Washington by the Department of State, and extracts from a correspondence* that

* See Series I, volume 6, pp. 505-507.

passed between that Department and the Right Honorable Lord Lyons, in October last, on the subject of the transmission of official communications from foreign powers by vessels of war to their consular agents in the blockaded ports.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy to the Secretary of the Treasury, requesting the licensing of vessels to furnish fresh provisions to the South Atlantic Blockading Squadron.

NAVY DEPARTMENT, *January 17, 1862.*

SIR: The crews of some of our vessels at Port Royal and in that vicinity are suffering from scurvy, and I therefore have the honor to request that license may be granted to responsible parties who desire it, and who you are satisfied will not abuse it, to trade with those vessels, under the provision of the act of July 13, 1861, taking them fresh supplies and such other articles as you may think advisable.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Hon. S. P. CHASE,

Secretary of the Treasury.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding orders for the U. S. ship St. Lawrence.

FLAGSHIP WABASH,

Port Royal Harbor, January 25, 1862.

SIR: Since ordering the *Savannah*, for the reasons stated in my communication of yesterday, to New York I have received the Department's dispatch of the 13th instant directing me to send her to Hampton roads.

The Department will perceive that she is not fit for service anywhere, but the *St. Lawrence* is now coming in from blockading duty and I will dispatch her to Hampton Roads in lieu, she being almost out of water, provisions, and supplies, of which I have none to spare in this squadron.

I set a proper value on the fine body of officers and men on board these frigates, but besides being sailing ships their draft of water is so deep and their absorption of supplies so great that I do not find them as available as I hoped for this part of the coast, and they may be very desirable elsewhere.

I thank the Department for the steamers it has sent out. I am finding service for all of them.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Reconnoissance under Commander Rodgers, U. S. Navy, in Wright's and Mud rivers, South Carolina, January 17-February 18, and naval engagement January 28, 1862.*

Report of Flag-Officer Du Pont, U. S. Navy, transmitting additional reports.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 18, 1862.

SIR: I have the honor to transmit to the Department an interesting report of Commander John Rodgers, giving an account of his surveys and examinations in Wright's and Mud rivers, made for the purpose of obtaining a practicable channel in one of these directions into Savannah River.

At this same time Commander Rodgers, having latterly under his command a large force, consisting of the four regular gunboats and two of the small-armed purchased steamers, has rendered the most efficient support and protection to the military parties engaged in erecting a battery on Venus Point, Jones Island, to obstruct the supplies from Savannah to Fort Pulaski.

Enclosed is also a copy of my last instructions to Captain Rodgers.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

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

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, to assume the direction of the expedition.

FLAGSHIP WABASH,
Port Royal Harbor, January 17, 1862.

SIR: The joint report of yourself and Captain Gillmore, the chief engineer of the expeditionary corps of the night examination of Freeborn's Cut and the approach to Wilmington Narrows, was received by me some days ago. I have also read with care your several letters to the fleet captain on the same subject.

I have purposely delayed answering your report and letters, because the army has been for some time employed in an investigation on this side, having the same object, and the time had not arrived for a final comparison of the two examinations and for forming definite conclusions.

Wall's Cut was closed by the enemy shortly after our arrival here by driving piles and sinking a hulk, but very bold reconnoissances, under the direction of General Sherman, led to the removal of these obstructions in a remarkably skillful manner by Major Beard, of the Army; the work of clearing it, which could only be carried on at night, has necessarily been very tedious.

This officer was charged also with the duty of making soundings around the southeast extremity of Jones Island into the channel of Savannah River. The progress of the work and the information collected were such as to lead to a formal conference between General Sherman and myself on Tuesday, the 14th instant, at which were present General Wright, Captain Gillmore, Captain Davis, and Commander O. R. P. Rodgers. I dispatched the *E. B. Hale* to Wassaw to

* See also report of reconnoissance in Wilmington Narrows, pp. 522-528.

bring you up to attend the conference, and regret that the bad weather prevented your arriving in time.

It was agreed that another examination by professional seamen must precede any attempt to carry the gunboats and vessels of light draft through these winding and intricate passages.

You are selected to make this examination on account of your skill and judgment, and you will be accompanied by Captain Wilson, of the Topographical Engineers. You will please take with you Lieutenant Barnes, of this ship, the two pilots, Acting Masters Godfrey and Haf-fards, and the contraband pilot, William.

Depths are not the only determinations you will have in view, but the turns of these inland passages and their greater or less sharpness, the correct length of the shortest reaches, the breadth in any place where the passage is sufficiently narrow to raise a doubt as to its being passable are some of the most prominent features that will require attention, and to these will be added such observations on the channels and flats as will be useful.

Wishing you the best success, I am, respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, etc.

Commander JOHN RODGERS, U. S. Navy,
Commanding U. S. S. Flag, Port Royal Harbor.

First report of Commander Rodgers, U. S. Navy.

U. S. FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 18, 1862.

SIR: In obedience to your order of the 17th, I last night made the reconnoissance therein directed, having the valuable assistance of Captain Wilson, U. S. topographical engineer, and Lieutenant Barnes, of this vessel. The services of Mr. Godfrey as pilot were a most useful help.

The obstructions in Wall's Cut had been very skillfully removed under the direction of the Army. The large piles had been sawed off near the bottoms, and the wreck had been placed along the southern bank and fastened parallel to it, leaving a passage about 60 feet wide, and containing some 13 or 14 feet water at high tide.

It is, I believe, practicable for gunboats.

At the mouth of Wright's River we found a bank dry at low water, which is not laid down upon the chart. I believe that a channel may be carried around it practicable for the gunboats at high water. A very dense fog prevailed during our examination.

From the impossibility of getting a glimpse of the land during part of the time, while we were involved in a seeming labyrinth of mud banks, it was impossible to form a correct judgment of the passage.

We found great difficulty at nearly low water in getting a rowboat back from the Savannah River through the channel.

The part of the passage which joins Wright's River to the Savannah must be examined under different circumstances, with less distance to row, and with support less removed, with more time, in order to test its practicability.

For a vessel to get ashore at high water, for her to be left twelve hours aground and part of the time nearly dry, under the fire of the

rifled guns of Fort Pulaski, would entail her destruction. The attempt, then, is not advisable until after the channel shall be staked or buoyed.

In the meantime the free navigation between Savannah and Fort Pulaski will be impeded by the cannon of gunboats lying in the mouth of Wright's River.

The distance from the mouth of Wright's River to the best water in the Savannah is about $1\frac{1}{2}$ miles and 2 miles to the opposite bank of the Savannah.

This will invest the communication with a certain amount of danger.

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

JOHN RODGERS,

Commander, U. S. Navy.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of First Lieutenant Wilson, Topographical Engineers, U. S. Army.

OFFICE CHIEF TOPOGRAPHICAL ENGINEER, E. O.,

Hilton Head, S. C., January 18, 1862.

SIR: In accordance with the verbal instructions of the general commanding, I accompanied Captain John Rodgers, U. S. Navy, in a boat reconnoissance of the channel from Tybee Roads, by Bloody Point, through Bull River, Wall's Cut, and Wright's River, to the Savannah, and have the honor to state that the opinions expressed in my report of the 2d instant are confirmed in all essential particulars, that there is no longer any doubt in my mind concerning the practicability of passing our gunboats and lighter transports at high tide into the Savannah, 2 miles above Fort Pulaski, and entirely beyond the effective fire of that work.

The channel leading from Wright's River into the Savannah gives, according to the soundings made during the reconnoissance under the direction of Lieutenant Barnes, of the Navy, at least 5 feet of water at mean low tide, which added to the mean rise of the tides would give a draft of 12 feet for navigation under the most unfavorable circumstances. The only point upon which there can be any doubt is the width of the channel. My own mind is satisfied, and the pilot unhesitatingly expresses his opinion as to its capacity for any of the gunboats.

Herewith I enclose a sketch,* taken from the Coast-Survey charts, showing the additional soundings made by Lieutenant Barnes.

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

JAS. H. WILSON,

First Lieutenant, Topographical Engineers,

and Chief Topographical Engineer, E. O.

Captain LOUIS H. PELOUZE, A. A. A. G.,

Fifteenth U. S. Infantry, Headquarters Engineer Corps,

Hilton Head, S. C.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the presence of the enemy at Wall's Cut.

JANUARY 20, 1862.

COMMODORE: By the enclosed you will perceive that the enemy's gunboats are at the cut. This was at 4 p. m. The corporal who

* Not found.

brought the message says that Captain Rodgers' gunboats were at Hoag's [Hague] Point, on this end of Daufuskie Island, when he passed there. This was about 5 p. m.

Yours, respectfully,

T. W. SHERMAN,
Brigadier-General, etc.

Flag-Officer S. F. DU PONT, U. S. Navy.

[Enclosure.]

HDQRS. BATTALION 7TH CONNECTICUT VOLUNTEERS,
Daufuskie Island, January 26, 1862.

SIR: The enemy are approaching this place in two ships or gunboats. One is already in Wall's Cut.

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

GEORGE F. GARDINER,

Major, Seventh Connecticut Regiment, Commanding Battalion.

Brigadier-General T. W. SHERMAN,

Commanding Expeditionary Corps, Hilton Head Island, S. C.

Second report of Commander Rodgers, U. S. Navy.

U. S. GUNBOAT UNADILLA,
Wright's River, January 28, 1862.

SIR: The *Unadilla* and *Henry Andrew* went through Wall's Cut at high tide this morning, and the *Pembina* grounded in soft bottom near the entrance, in a good position for using her battery; however, she will float at high water.

Five steamers this morning attempted to reach Pulaski. One, bearing a broad pennant, and another were stopped by our fire and that from Davis's division; the other three were not molested in passing down. This afternoon, when the tide had commenced running up strong, they returned; those at Pulaski under a heavy fire from both sides. The shot struck all around them; whether they were hit we have no means of knowing; one of them, when in the middle of her course, commenced blowing off steam in great quantities and her speed very much diminished.

I think that gunboats can be carried into Savannah River at high tide. I am not yet, however, prepared to report the fact as certain. When in, the force will, at most times of tide, be cut off from retreat or help, and must stand all that the South can bring against them.

The army signal officer on board the *Unadilla* had some communication by flag with General Wright. Nothing of importance, however, has been learned.

The *Unadilla* and *Pembina* were both aground during the firing. Wright's River is too narrow at low tide to get out springs with any success. The tide then cuts them into one bank or the other.

Very respectfully, your obedient servant,

JOHN RODGERS.

Flag-Officer S. F. DU PONT.

Third report of Commander Rodgers, U. S. Navy.

U. S. GUNBOAT UNADILLA,
Wright's River, January 29, 1862.

SIR: Lieutenant Commanding Bankhead made an examination last night at low tide of the passage into Savannah River. He found 2 feet

water, which, with $7\frac{1}{2}$ feet rise, will make $9\frac{1}{2}$ feet at high tide. This, I think, establishes a practicable channel for most of the gunboats.

Only 5 feet water was found at high tide in Mud River. It is, therefore, impracticable for gunboats.

Captain Davis sent me a communication last evening, by means of army signals, to the effect that the St. Augustine Creek was stockaded and he should fall back. The gunboats and transports have moved back and are now in sight, I think near the entrance into Freeborn's Out, under Little Tybee. Commander Steedman will report particulars.

Very respectfully, your obedient servant,

JOHN RODGERS.

Flag-Officer S. F. DU PONT.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, regarding disposition of his force against surprise.

FLAGSHIP WABASH,
Port Royal Harbor, January 30, 1862.

SIR: You will dispose of the force under your command in the best manner to avoid the possibility of any surprise, and you had better face back to the cut, it strikes me.

When the army are ready to put up their battery on Jones Island, you will give all the support and protection.

I have this moment returned from Wassaw, where I have been with the general.

The demonstration and reconnoissance, as such, were most successful.

In haste, respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer.

Commander J. RODGERS,
Commanding Forces at Wall's Out.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, suggesting a reconnoissance in New River.

FLAGSHIP WABASH,
Port Royal Harbor, February 1, 1862.

SIR: I have your communications of 28th and 29th ultimo, and approve of your proceedings.

I dispatch Lieutenant Commanding Stevens with *Ottawa* and *Hale*, to be of any service.

I think a reconnoissance should be made up New River and I know the general commanding is equally desirous of one. Will you please organize such a reconnoissance, and if possible conduct it yourself, in order to ascertain if the enemy are pushing in that direction to threaten the cut.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander JOHN RODGERS,
On Unadilla, Commanding Naval Forces at Wall's Out.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Stevens, U. S. Navy, commanding U. S. S. *Ottawa*, to proceed to Wall's Cut.

FLAGSHIP WABASH,
Port Royal Harbor, February 1, 1862.

Please proceed with *Ottawa* and *E. B. Hale* and report to Commander J. Rodgers at Wall's Cut for service in that quarter.

I am under the belief it is better to go around Pine Island than to pass between it and Daufuskie Island.

Please receive an official dispatch for Commander Rodgers.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding STEVENS,
Gunboat *Ottawa*, Port Royal Harbor.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, making enquiry regarding affairs at Wall's Cut, Wright's River.

PORT ROYAL, February 3, 1862.

COMMODORE: Please let us know the status at this time. Have not heard from the "cut" [Wall's] since day before yesterday, when affairs of army there were in statu quo. Gillmore and Wilson have gone down there. Have not heard from Wassaw since we left. Wright left night before last.

Yours, truly, etc.,

T. W. SHERMAN,
Brigadier-General.

Flag-Officer S. F. DU PONT.

Fourth report of Commander Rodgers, U. S. Navy, referring to a reconnoissance in New River.

U. S. GUNBOAT UNADILLA,
Wall's Cut, February 4, 1862.

SIR: I have the honor to report that in obedience to your instructions I have made a reconnoissance up New River. I took the *Pembina*, *Ottawa*, *Hale*, and *Henry Andrew*. At the house of Mr. Box, about 4 miles from Daufuskie, the *Pembina* and *Ottawa* ran aground. The residence and outbuildings of Mr. Box were in use by a cavalry picket guard and were in a disagreeable proximity as a lookout upon Daufuskie and the adjacent waters. I gave Captain Bankhead orders to burn them; they were entirely consumed. I proceeded with the *Hale* and *Henry Andrew* to Red Bluff, some 4 miles farther up the river. We here saw an elaborate fortification; upon firing a shell some eight or ten men precipitately left. These we afterwards learned from the negroes were a picket guard, part cavalry and part infantry.

We saw what seemed [to be] two large guns pointed through the embrasures of the fort; shot fired into them elicited no reply. The apparent guns were black barrels; there were two works, connected with one another by a ditch about 5 feet deep and as many wide, affording a secure passage between them when under fire.

These fortifications were very carefully made with bombproofs, traverses, and one of them with a wet ditch. The whole was unfinished;

two guns, which I infer from a round shot found in the work were 32-pounders, had been mounted, but were withdrawn upon Thursday last at the appearance of the *Henry Andrew* in Jack Crow River.

Some tents found in a house were brought away.

The approach to the fort was impeded by a heavy boom secured from shore to shore with a very large chain cable; this we cut and passed above it.

The negroes say that there is no other battery nearer than New River Bridge.

At Red Bluff the river is too narrow to admit of safe turning; in attempting this evolution the *Henry Andrew* damaged her rudder upon the bank.

I sent the *Hale* with the *Susquehanna's* launch to Red Bluff this morning to bring away some rebel public property which we had been unable for want of time to remove.

The *Pembina*, *Ottawa*, and *Henry Andrew* have anchored at Wall's Cut.

I shall direct the *Henry Andrew*, Captain Mather, to return to Hilton Head for provisions and repairs.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Commander, U. S. Navy.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Flagship *Wabash*.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy.

FLAGSHIP *WABASH*,
Port Royal Harbor, February 4, 1862.

SIR: As soon as the army have completed their battery on Venus Point and your services can be spared, you will please return with all convenient speed to this anchorage (with one vessel), reporting to me in person.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander JOHN RODGERS,
Gunboat *Unadilla*, Comdg. Naval Force at Wall's Cut.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, to return to Port Royal, S. C.

FLAGSHIP *WABASH*,
Port Royal Harbor, February 6, 1862.

SIR: Acting Master [S. B.] Gregory, of the *Western World*, will deliver this order.*

You will please return with him to this anchorage, if consistent with the public service.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander JOHN RODGERS,
Gunboat *Unadilla*, Comdg. Naval Force at Wall's Cut.

* See preceding order.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the delay in the movement of troops on Daufuskie Island.

HEADQUARTERS EXPEDITIONARY CORPS,
Port Royal, S. C., February 7, 1862.

COMMODORE: I am grieved to know that all my forces on Daufuskie Island, with all their artillery, in boats, are laying just where they were ten days ago. General Viele is still waiting, as he says, for the navy to "receive their orders" before he can get into the river. I informed General Viele three days ago that your orders had been sent for the gunboats to enter the river, and that he would have to wait no longer. Both he and General Gillmore informed me yesterday, however, that Captain Rodgers is still awaiting orders. It is unnecessary, perhaps, for me to express my fears that we shall be too late to effect our object.

As to the troops waiting in Wassaw Sound, I understand that General Wright, for some reason or other, has not landed any of his men, and they have therefore been huddled up on those little steamers now fifteen days. I fear that they will have to be brought back here. The medical director has expressed anxious fears that the ship fever will get among them. I am really most anxious about these matters. If we can not get off very soon the consequences to me will be most serious.

Can not we get into the Savannah River at once and effect our object? That is, erect our batteries, so as to see how the thing works before starting on the second expedition. This, I confess, was my plan, and am sorry we have not brought the matter to a test ere this.

Very respectfully and truly, yours,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding Blockading Squadron, etc.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, to enter Savannah River with a view to the erection of battery on Jones Island.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 7, 1862.

SIR: The commanding general is now on board in reference to the erection of the battery on Jones Island. I have agreed to his earnest suggestion that this should be done, although it must retard other operations.

You will therefore dispose of the forces under your command and enter the Savannah River, if necessary, to accomplish this.

I know this exposes you to whatever resources Savannah can bring against you, but a certain amount of hazard must be encountered, and no man is more ready to meet all such than yourself. Indeed, I wish you to be vigilant and cautious and keep your enterprising spirit under control.

I will send you the *Seneca* as soon as she can be brought up from Wassaw, and the *Henry Andrew* to-morrow night.

If you think it best to wait for these vessels, you can do so.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander JOHN RODGERS,
On board Unadilla, Commanding Naval Forces at Wall's Cut.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, requesting a pilot.

FEBRUARY 7, 1862.

COMMODORE: I send you the Herald of the 27th, containing the account I spoke to you of.

Please send me a pilot for North Edisto, and I will send you a regiment right up there.

Yours, truly,

T. W. SHERMAN.

Flag-Officer S. F. DU PONT,
Commanding, etc.

[Telegram.]

BALTIMORE, *February 8, 1862.*

Savannah Republican, Thursday, says:

The glass revealed yesterday no new movements among Federal vessels lying in the cut north of the river beyond an addition to the number. Some imagine they have moved nearer to the river, but we could discover no material change in position. Persons familiar with water courses in that locality say they have not yet reached Wall's Cut, but are lying in river beyond, that does not communicate with main channel, yet vessels occupying position can readily command main passage. It has been stated by persons who ought to know that portions of Mud River which lead to Wall's Cut into Savannah River go dry at three-quarters ebb, and that if Yankee gunboats should pull all obstructions they would not be able to come through. Nothing new from other points on the coast.

FULTON.

Captain GUST. V. FOX,
Assistant Secretary Navy.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, to return to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 13, 1862.

SIR: I have learned from Lieutenant Commanding Ammen all the particulars of your situation and late proceedings in Wright's and Mud rivers, and of the happy success which has attended the efforts of the army to plant a battery on Jones Island at Venus Point.

I approve entirely of the project, explained in your letter to the fleet captain, of placing a boom across the mouth of Mud River and of moving the *Hale* and *Western World* in the channel of the same river, the former across it in such a manner as to command the approach from Savannah River and the latter boat to sweep the right flank of the battery over the northwest end of Jones Island.

After this is done you will please return to this anchorage, bringing all the gunboats (with all convenient dispatch) except the *Unadilla*.

Until some other important operations, which have been agreed upon between General Sherman and myself, have been carried out, any further works contemplated by the army will have to be done with the limited protection of such vessels as it will be in my power to leave behind.

You will not, therefore, be able to go into Savannah River at present.

You will leave Lieutenant Commanding Collins in command, and furnish him with a copy of these instructions.

I shall expect to see you soon, by Sunday at furthest.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Commander JOHN RODGERS,

Commanding Naval Force at Wall's Out.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the ineffectual attempt of the C. S. steamer *Ida* to return from Fort Pulaski to Savannah.

MONDAY, *February 17, 1862.*

COMMODORE: I received news from General Viele to-day. Saturday afternoon, at 3 o'clock, Tattnall came down with four gunboats and attacked the fort in order to assist the *Ida* getting back to Savannah. After fighting an hour he was driven back with his flagship in tow, and *Ida*, of course, returned to Pulaski. We have 120 feet of "the raft." It came down to Venus Point Friday last; made of timber of 14 inch. It was in three parts, each 40 feet long and 25 timbers wide; a real windfall to our wants there. . .

Yours, truly,

T. W. SHERMAN.

Commodore DU PONT,

Commanding, etc.

Report of Brigadier-General Thomas W. Sherman, U. S. Army, regarding Confederate movements in Savannah River.

HEADQUARTERS EXPEDITIONARY CORPS,

Port Royal, S. C., February 17, 1862.

SIR: A rebel steamer, the *Ida*, ran by our battery on the Savannah River on the 14th instant for Fort Pulaski. The guns had not been worked, nor the ranges obtained. On the next day she attempted to return, and four of Tattnall's gunboats came down from Savannah to cover her. They were all sent back to their places of departure, and one of them seriously crippled.

I enclose herewith the copy of General Viele's report on the subject.

Very respectfully, your obedient servant,

T. W. SHERMAN,

Brigadier-General, Commanding.

The ADJUTANT-GENERAL, U. S. Army,

Washington, D. C.

[Enclosure.]

HEADQUARTERS U. S. FORCES,

Savannah River, February 16, 1862.

SIR: I have the honor to report that the batteries on Venus Point were attacked at 3 o'clock p. m. on yesterday by four rebel gunboats with a view of effecting a passage from Fort Pulaski for the rebel steamer then at that place. After an engagement of one hour the rebels were driven off, the flag steamer being disabled and taken in tow, and the steamer that attempted the passage of the river returning to Fort

Pulaski. The guns were manned by the Third Rhode Island detachment, under Captain Gould, and effectively worked. There was no loss on our side.

Very respectfully, your obedient servant,

EGBERT L. VIELE,
Brigadier-General, Commanding.

Captain L. H. PELOUZE,
Acting Assistant Adjutant-General.

Fifth and detailed report of Commander Rodgers, U. S. Navy.

U. S. S. FLAG,
Port Royal, S. C., February 18, 1862.

SIR: Upon my return to this place this morning I have the honor to report my proceedings at Wright's River; one of the approaches to Savannah.

Wright's River has two entrances into Savannah River, one by its mouth, the other through a tributary called Mud River. There is still a third, comparatively shallow, however, near its head, opposite Fort Jackson. Mud River is bare at low spring tides, but at high-water spring tide, the bottom being semifluid, a gunboat can pass through. The mouth of Wright's River has a bar across it, with 4 feet water at low tide and about 11 feet at ordinary high tide.

A short part of the channel, where it bends into the Savannah River, is distant from Fort Pulaski $1\frac{3}{4}$ miles, and consequently within range of its guns, but too far off to be very dangerous. Both these passages were examined and staked. In marking the channel of Wright's River on the first day they fired at the boats in charge of Lieutenant Commanding Bankhead, to whom I had intrusted this service. The shot fell within a few yards of our party, but as they did not interrupt the operation the enemy apparently concluded that it was a waste of powder, and on no subsequent occasion was the firing repeated.

Preparatory to coming away the *Hale*, Captain Foster, and the *Western World*, Captain Gregory, were placed near the mouth of Mud River in order to cover the approach to the battery erected at Venus Point. This their position enables them successfully to do. While there they had, on the 14th instant, a smart engagement with four vessels of Commodore Tattnall's fleet, which they, in conjunction with the battery on shore, drove back. One of the officers of the *Unadilla*, who was employed securing a boom, declared that he and his boat's crew, all distinctly heard a shot from one of the gunboats crash through the side of a rebel steamer. Captains Foster and Gregory are both confident that several of their shot struck. The rebel gunboats, satisfied apparently that our force was too strong, returned to Savannah.

Agreeably to your order the *Hale*, in advance, is moored across Mud River, and has three of her guns on one side bearing up the Savannah River and commanding that approach to Venus Point:

The *Western World*, moored parallel to the channel, has her battery sweeping the right flank of the guns on shore.

As you further directed, a very carefully made boom which the enemy had placed across New River, in front of the battery at Red Bluff, was removed and moored across the mouth of Mud River within reach of grape and canister from our gunboats; this prevents the access of fire rafts or of their being overwhelmed by boarders in boats.

I gave orders that, at night or in case of fog or under any circumstances which did not permit the boom to be clearly seen, picket boats,

with properly arranged signals, were to be kept at it to warn them of the approach of the enemy.

I gave further orders that if from any unforeseen circumstances their vessels should be untenable they were on no account to be surrendered, but the captains were to fire them, and with the crew to fall back in their boats through Wall's Out. As these gunboats are at most stages of the tide aground, it seemed proper to provide for this contingency.

Lieutenant Commanding Collins, of the *Unadilla*, was, agreeably to your orders, left in charge.

With the *Seneca*, *Ottawa*, and *Pembina* I have returned to this place.

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

JOHN RODGERS,
Commander, U. S. Navy.

Flag-Officer S. F. DU PONT,

Comdy. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting reports regarding infernal machines.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 18, 1862.

SIR: I have the honor to transmit herewith the reports of Commander John Rodgers and Lieutenant Commanding J. P. Bankhead upon five infernal machines discovered in Savannah River, across the entrance to Wright's River.

Accompanying these reports is a drawing of the machines in detail, which, examined in connection with the enclosed reports, will render their construction and working perfectly intelligible.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Sixth report of Commander Rodgers, U. S. Navy, referring to infernal machine discovered in Wright's River.

U. S. S. FLAG,
Port Royal, S. C., February 18, 1862.

SIR: I have the honor to report that during the buoying of Wright's River, under the direction of Lieutenant Commanding Bankhead, a torpedo, or infernal machine was discovered at the entrance of Savannah River in the channel we had selected. It consisted of five metal cases serving as "air chambers" and "buoys" [attached] to five other chambers, each containing about 30 pounds of powder. These were so moored as to be covered at any stage of the tide when the bar was practicable for vessels, but they were exposed at low water.

One of them was brought by Lieutenant Commanding Bankhead on board of the *Unadilla*, where I was. Preparatory to examining its machinery, the powder chamber was laid bare; but I thought it too dangerous with an unknown torpedo to proceed further until the powder had been washed out. To this end I had it set up on a bank and a rifle ball fired through it, when it exploded.

The machinery, however, was recovered uninjured. Upon the inside of the powder chamber a "friction tube," such as is used in the Army

for discharging cannon, was arranged so as to ignite the "blowing-up" charge upon the pulling of a string. This string was tied to a wire coiled up on the head of the buoy; the coil of wire was to be drawn out by the impact of a passing gunboat.

Another machine exploded about midnight, after the *Susquehanna's* launches, towing a flat with army artillery to Venus Point, had passed in Savannah River about 200 yards above them. From this I was induced to think that some of them might be connected by galvanic wires with Fort Pulaski. I gave orders to Lieutenant Commanding Bankhead to sink the remaining machines with rifle shots, which he did. I herewith enclose Lieutenant Commanding Bankhead's report.

I beg leave to hand in the exploding apparatus of the machine we procured, with a drawing of its arrangement.

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

JOHN RODGERS,
Commander, U. S. Navy.

Flag Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

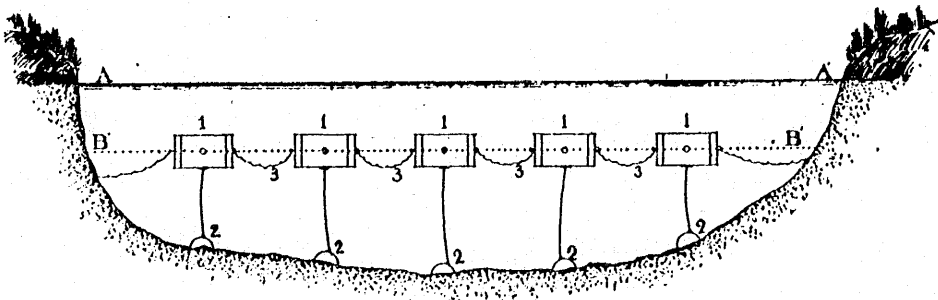


Fig. 1. 1, 1, 1, 1, 1, torpedoes; 2, 2, 2, 2, 2, anchors; 3, 3, 3, 3, spiral wires connecting torpedoes; A' A', high-water mark; B' B', low-water mark.

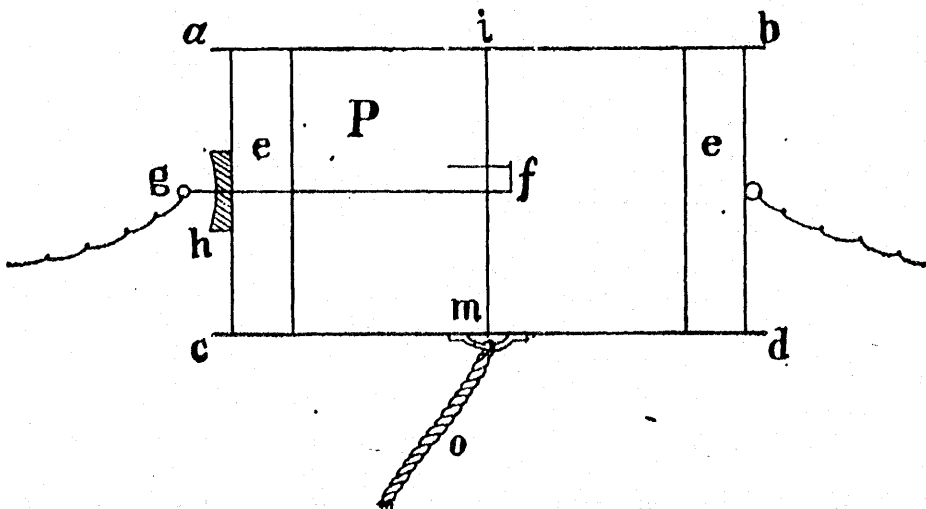


Fig. 2. Section of torpedo; *a b c d*, water-tight tin case; *e e*, air chamber; *P*, powder chamber containing 70 pounds of powder; *f*, ordinary cannon friction primer, held at center of charge by strip of tin, *i m*; attached to it is the wire *g f*, passing through a box, *h*, filled with wax and tallow; *o*, mooring line.

Report of Lieutenant Bankhead, U. S. Navy, regarding infernal machine discovered in Wright's River.

U. S. S. PEMBINA,
Wright's River, February 19, 1862.

SIR: On the 13th instant, while sounding in the Savannah River a short distance above the mouth of Wright's River, I discovered several objects floating upon the surface, which appeared at first sight to be empty tin cans, and as such were not regarded by me as worthy of notice. Lieutenant Sproston, of the *Seneca*, shortly after hailed me and told me he thought the objects alluded to were buoys attached to an infernal machine. Upon closer examination we saw enough to satisfy us that his suspicions were correct. The buoys, five in number, were placed several yards apart at right angles to the shore immediately in the channel leading from Wright's River and only visible at low water. They were connected by a spiral wire, the end of the wire entering an orifice in the upper ends of the buoys, and they were also secured by wires to what we presumed to be weights at the bottom, but which further examination led us to believe were vessels containing explosive matter. The following day, agreeably to orders received from yourself, I proceeded into the Savannah River, accompanied by Lieutenants Sproston, Weaver, and Cushman, in three boats. I had previously ordered the officers to provide themselves with hand grapnels and lead lines for the purpose of grappling the buoys at a safe distance. Lieutenants Sproston and Cushman each succeeded in grappling the connecting wires and endeavored by pulling to produce an explosion, but failed to do so. Lieutenant Sproston then hauled up carefully to the outer buoy, and fortunately succeeded in cutting the connecting wires, and brought off the buoys in his boat. All the other wires that could be reached were then cut, and, as the tide was rising rapidly, we left them for another day, after unhooking the grapnels. In consequence of the delicate nature of the exploding apparatus, the result of your own examination of the buoy brought on board, I deemed it more prudent to endeavor to sink the remaining ones than to attempt to remove them, as I was unwilling that the enemy should have the satisfaction of feeling that a single life had been lost by his diabolical invention. The next day, accompanied by Lieutenant Sproston, I succeeded in sinking the remaining three by firing rifle balls into them, one having exploded the night previous from some cause at present unknown, and shortly after a launch had passed over the spot where the buoys were placed, having in tow a heavy lighter with guns.

Respectfully, your obedient servant,

J. P. BANKHEAD,
Lieutenant, Commanding.

Commander JOHN RODGERS,
Commanding Expedition, etc.

Report of General Lee, C. S. Army.

SAVANNAH, GA., January 29, 1862.

GENERAL: I have the honor to report, for the information of the Secretary of War, that five [?] days since it was discovered that the enemy were at work removing the obstructions placed in Wall's Cut. This cut is the pass between Daufuskie River [New River] and Wright's River in South Carolina, and forms part of the inland communication between Savannah River and Port Royal Harbor. This communication

traverses an extensive marsh, is crooked, shallow, and difficult of navigation, and though it was apparent that unless protected by batteries any artificial obstructions may be removed, yet as the marsh is too soft and impassable to admit the construction of a battery, it was the only obstacle that could be opposed to its navigation. The obstruction consisted of the hull of a large schooner, sunk in the narrowest and shoalest part of the cut, with rows of piles driven across on each side. A similar obstruction was placed in Wilmington Narrows, a small creek west of the Savannah, connecting Wilmington River and St. Augustine Creek. Day before yesterday seven of the enemy's gunboats were discovered at Wall's Cut and six in Wilmington Narrows. They had reached the obstructions in each stream, and were apparently endeavoring to work through. Flag-Officer Tattnall, with his gunboats, descended the Savannah River and boldly engaged them, but the range and caliber of their guns were so superior to his, that after an hour's trial he had to haul off, as he found that while their shot and shell were falling around him, his shot fell short of them. His boats were, however, unharmed. Their position was such as to disturb the passage of the Savannah, and the boat plying between the city and Fort Pulaski received three shots through her upper works. If the enemy succeed in removing the obstacles in Wall's Cut and Wilmington Narrows there is nothing to prevent their reaching the Savannah River, and we have nothing afloat that can contend against them. The communication between Savannah and Fort Pulaski will then be cut off. The latter is supplied with four months' provisions, and we must endeavor to defend the city. To-day I have caused to be sunk in Wilmington Narrows the floating dock of this city. I hope this passage at least will be effectually obstructed.

I am, etc.,

R. E. LEE,
General, Commanding.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

Report of Brigadier-General Drayton, C. S. Army.

HARDEEVILLE, [S. C.], *February 3, 1862.*

The enemy have shelled and burned Box's and Lawton's houses, on New River. The obstruction near Red Bluff removed, and the sailors are sounding above it. No soldiers on board gunboats. One company cavalry and three of infantry close by, watching them, ready to attack in case they leave edge of water. The shells from guns of steamers picked up 3 miles off.

THOMAS F. DRAYTON,
Brigadier-General.

Captain W. H. TAYLOR,
Assistant Adjutant-General.

Additional report of General Lee, C. S. Army.

HEADQUARTERS DEPARTMENT OF SOUTH CAROLINA,
Savannah, Ga., February 4, 1862.

GENERAL: It has been reported to me by General Drayton that two of the enemy's gunboats, accompanied by two steamers, ascended New

River yesterday and burned the houses of Mr. Box and Mr. Lawton. The obstruction near Red Bluff was removed, and I have learned that one of the enemy's steamers has passed above it. The guns had been previously removed from the battery at that place. I have also heard that a party of the enemy visited Captain Screven's Proctor plantation on the Savannah River, and that three appeared there on Sunday, accompanied by negroes, who, after viewing Fort Jackson, etc., retired. The party of the enemy came by Wright's Cut, which leads through the marshes from Savannah River to Wright's River.

It seems probable that the enemy is meditating an advance from New River to the banks of the Savannah, and General Drayton has been directed to take up a line removed beyond the reach [of] the gunboats on New River to intercept him; should the enemy land too large a force for him to cope with, he has been directed to notify you. In that event you are desired to send to his support such of your available force as may be necessary, and to march with it, should you deem it requisite, and to take command of the whole operation. With this view it is suggested that you repair to Hardeeville, visit the field of operation, and concert with him a plan of operation. Should you not be able to drive him back under cover of his boats, you will attack him in his flank and rear, so as to prevent his approach to the Savannah River.

I am, etc.,

R. E. LEE,
General, Commanding.

Brigadier-General J. C. PEMBERTON,
Commanding, etc., Pocotaligo, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, to proceed to blockade duty off Charleston, S. C.

U. S. FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 18, 1862.

SIR: You will please proceed with the *Augusta* under your command off Charleston and report for blockading duty to Commander S. W. Godon, of the *Mohican*, delivering to him the accompanying dispatch.

You will please inform him that owing to circumstances I can not now fix a time for sending off from this port the second division of the stone fleet. He will therefore use his own judgment when he may deem it necessary to return to this port, and in such case will transfer the command of the blockading force to you.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Commander E. G. PARROTT,
U. S. S. Augusta, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Ammen, U. S. Navy, to report for duty in Port Royal Harbor.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 18, 1862.

SIR: On receipt of this order you will please return to this port without delay, transferring the blockade of North Edisto to Lieutenant

Commanding A. C. Rhind, of the U. S. S. *Crusader*, and giving him such information as your experience will suggest, fully and clearly.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding D. AMMEN, U. S. Navy,
U. S. Gunboat Seneca, North Edisto.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Rhind, U. S. Navy, to assume command in North Edisto River.

FLAGSHIP WABASH,

Port Royal Harbor, January 18, 1861 [2].

SIR: You will please proceed with the U. S. S. *Crusader* under your command to North Edisto and relieve Lieutenant Commanding Ammen in holding possession of the rivers which are now controlled by the presence of the *Seneca*.

I have directed Lieutenant Commanding Ammen to give you all the information which his recent experience may suggest.

I will send another vessel to join you when I have one at my disposal.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. C. RHIND,
U. S. S. Crusader, Port Royal.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, of the arrival of that vessel off Fernandina, Fla.

U. S. S. KEYSTONE STATE,

Off Fernandina, Fla., January 18, 1862.

SIR: I have to report my arrival off this place last evening. Owing to the thick fog, I was unable to find the land, but cruised about hoping to see the *Bienville*. Running inside of 8 fathoms, failing so to do, about 9 p. m. I anchored in 9 fathoms water and this morning weighed again and stood in for the land, anchoring in 5½ fathoms water. About 10 a. m., the fog lifting a little, I found I was nearly within range of several batteries on both sides of the river. The enemy opened a pretty brisk fire, most of the shot falling short from a quarter to a half mile; finding, however, that they seemed to have some heavy pieces that began to drop shot and shell in line nearer as they got the range, I shifted my berth out into 7 fathoms water, merely replying with a single shot from the rifle that landed but little short of their chief battery. After moving, one shell struck very close to where I was first anchored. The fog still continuing thick, both land and sea are shut out from us.

Three or four batteries were located on the north end of Amelia Island in among the sand banks and two on the south end of Cumberland Island.

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

WM. E. LE ROY,
Commander.

Flag Officer SAMUEL F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from the Vice-President and Senator Morrill to the Secretary of the Treasury, requesting permission to obtain ship timber from Port Royal, S. C., and vicinity.

[U. S. SENATE, January 19, 1862.]

It is undoubtedly true that at this time there is a scarcity of ship timber in the Northern States, and the supply of the navy yards is much diminished. From Port Royal and vicinity, now in possession of loyal troops, a supply can be had. We believe it the duty of the Government, therefore, to allow some of our practical men to go there and obtain a supply, which will be much needed in the construction of the proposed ironclad vessels to be built.

We therefore request a permission be granted to Samuel F. Hersey and William McGilvery, of Maine, or either of them, for that purpose. We know them to be suitable men.

H. HAMLIN.
LOT M. MORRILL.

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

[Endorsement.]

There is no objection, so far as the Navy Department is concerned, to the application. On the contrary, there might be advantage in permitting the traffic in or gathering of ship timber. But I suppose this article, like all others, depends on the policy adopted. If the port is open, it will be open to all and for traffic of every description.

The Department interposes no objection to any permit, though Secretary of the Treasury may.

W|ELLES|.

Letter from the Secretary of the Navy to the Secretary of the Treasury relative to furnishing supplies to blockading vessels.

NAVY DEPARTMENT, January 20, 1862.

SIR: Flag-Officer Du Pont, commanding the United States naval forces on the coast of South Carolina, has represented to this Department the importance of having live stock and supplies sent to Port Royal for the use of his crews.

As private parties are willing to undertake this, I have the honor to request that licenses, under the usual restrictions, may be granted.

Very respectfully, your obedient servant,

GIDEON WELLES.

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

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, expressing approval of his management of the affairs of his command.

WASHINGTON, January 20, 1862.

MY DEAR SIR: I was very much gratified with your private note of the 11th instant, which I received on Saturday.

It is not surprising that the country should be somewhat impatient, but I believe they do not complain of the Navy. There was a general wish that the troops might push into the interior, so far at least as to have broken the railroad communication at an early period, but I have heard little of it recently.

Your reconnoissances and demonstrations have given great satisfaction. We are all proud of our arm of the service, which has certainly struck effective blows when it has made the attempt. This is important in the war we are waging. There should be no defeats. Let us have success whenever we do move, and the country will forget its impatience.

I have been sometimes fearful the forces might perhaps be too far extended to prevent some reverse if the enemy should attempt a surprise; but I have great confidence in your vigilance and capability in these matters.

The truth is, your whole management of the work in which you have engaged has exhibited so much judgment, skill, ability, and right comprehension that you have commanded general confidence. My great wish is that, amidst the great calls upon us, I could better support you. We will do all that we can.

John Bull has behaved badly, but I think after what has taken place we shall hardly have immediate trouble with Great Britain; and if not, we must be able at no very distant day to overcome this great rebellion. Arms, munitions, money, steamers to run the blockade, to aid indirectly if not directly the insurgents, have their origin in England.

Although the policy of "Perfidious Albion" can not be misunderstood, she can hardly recognize the rebels as a distinct nationality, or make an open attempt to break the blockade at present. Before that time arrives I trust our Navy and Army will have convinced her of the impolicy of any such movement.

We hear that the *Sumter* is at Cadiz, and will, of course, have the assistance of sympathizers in Europe, secretly if not openly. I trust the day is not distant when we shall be able to do justice to all our friends.

In the meantime, we must rely on you and your brave associates to interdict commerce with the rebels.

Very truly, yours,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
South Atlantic Squadron.

Report of Commander Godon, U. S. Navy, requesting instructions as to the disposition of three contrabands.

U. S. S. MOHICAN,
Off Charleston, January 20, 1862.

SIR: I have to report that on the night of the 17th instant, about 10 o'clock, a small boat was brought alongside containing two men (blacks). They reported having left Charleston at half past 7 o'clock in a slight fog, passing Forts Sumter and Johnson. One of these men has been engaged on a pilot boat, and seems somewhat acquainted with the bars of the harbor. I was pleased to learn from these men that the present position of the vessels is such as to deter any, even small vessels, in port from attempting to break the blockade. I have also on board a colored man (free) who took refuge on board the *Penguin* at North Edisto. I respectfully request your orders as to what disposition I am to make of these men.

I am, very respectfully, your obedient servant,

S. W. GODON,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Brigadier-General Sherman, U. S. Army, to Quartermaster-General Meigs, U. S. Army, requesting a Drummond light to facilitate operations in the Savannah River.

U. S. FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 20, 1862.

SIR: I have the honor to inform the Department that Flag-Officer Du Pont and myself have determined upon a combined plan of operations for intercepting the communication between Fort Pulaski and the city of Savannah, and I have respectfully and earnestly to request that a Drummond light may be furnished to me as soon as possible, as one of the means by which this plan is to be carried into execution.

Very respectfully, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding Expeditionary Corps.

General MONTGOMERY C. MEIGS,
Quartermaster-General U. S. Army, Washington.

Correspondence regarding the second stone fleet sunk at the entrance to the harbor of Charleston, S. C., January 20, 1862.

Letter from George D. Morgan to the Secretary of the Navy, regarding vessels purchased under order of the Department.

NEW YORK, November 20, 1861.

SIR: The following vessels have been purchased under your second order for stone vessels:

Name of vessel.	Tonnage.	Cost.	Name of vessel.	Tonnage.	Cost.
Ship Montezuma	424	\$4,800	Ship India	366	\$5,500
Bark Edward	274	4,000	Ship Newburyport	341	4,500
Ship Mechanic	335	4,200	Ship Wm. Lee	311	4,200
Bark Messenger	216	2,250	Ship Emerald	518	5,500

The entire fleet of 25 vessels for Savannah sail to-day.

Respectfully, yours,

GEO. D. MORGAN.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from George D. Morgan to the Secretary of the Navy, regarding additional vessels purchased.

NEW YORK, November 22, 1861.

SIR: There has been further purchased for the second stone fleet, ship *New England*, 368 tons, \$5,000; bark *Dove*, double deck, 151 tons, \$2,500; making eleven of the second order; the remaining nine hope to have purchased in all next week. It is more difficult to get the right vessels than before; we have cleared the ports. We hope to buy some in Maine next week.

Very truly, yours,

GEO. D. MORGAN.

Hon. GIDEON WELLES,
Secretary of Navy.

NOTE BY THE COMPILER.—The following additional vessels were purchased for the second stone fleet, viz:

Name of vessel.	Tonnage.	Cost.	Name of vessel.	Tonnage.	Cost.
Bark Noble.....	274	\$4,300	Bark Marcia.....	356	\$4,200
Ship Valparaiso.....	402	5,500	Bark Margaret Scott.....	330	4,000
Bark Majestic.....	297	3,150	Bark Jubilee.....	233	2,000
Brig Stephen Young.....	200	1,600	Ship America.....	418	5,250
Bark Peri.....	261	3,500			

Letter from the Secretary of the Navy to George D. Morgan regarding the destination of the second fleet.

NAVY DEPARTMENT, *December 4, 1861.*

You will send the second fleet of stone vessels to Port Royal Harbor, South Carolina, to be delivered to the senior naval officer in that harbor. Let the crew and officers be hired to remain there or proceed where the commanding naval officer shall direct, after which they will be sent home at Government expense. Send a copy of this order and the contract to the senior naval officer at Port Royal.

I am, respectfully,

GIDEON WELLES.

GEO. D. MORGAN,
New York.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, commanding U. S. S. Mohican, regarding the closing of Maffitt's Channel.

FLAGSHIP WABASH,
Port Royal Harbor, January 14, 1862.

SIR: Acting Master Bradbury will report to you for proper covering while carrying out my instructions in reference to closing Maffitt's Channel at the best point with the number of vessels at his disposal.

It is important to know how far the batteries extend on Sullivan's Island. If, as formerly reported, they are still in great strength beyond the narrow part of Maffitt's Channel, the obstructions must be placed where vessels run between the main and the Rattlesnake Shoal.

I have added the *Ottawa*, Lieutenant Commanding Stevens, to your force for this service, and have given to Captain Stevens and Acting Master Bradbury such detailed explanations, with the maps in hand, as will enable them to carry out most effectually the intentions of the Government.

Respectfully, etc., your obedient servant,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
U. S. S. Mohican, Commanding Blockading Force off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, directing the closing of Maffitt's Channel.

FLAGSHIP WABASH,
Port Royal Harbor, January 17, 1862.

SIR: I desire, before I give some instructions below, to offer my thanks for your faithful services in keeping up the blockade of Charleston, having continued there so much longer than I could have expected;

and this having been done at a moment when I found it impossible to relieve you by a suitable vessel, has been the more appreciated by me.

I am endeavoring to dispatch the second division of the stone fleet, to close up Maffitt's Channel, and have intrusted this work to Acting Masters Bradbury and West, in whom you can have every confidence. The fleet captain has instructed the former as to where I think the hulks should be sunk. When this work is accomplished you will transfer the charge of the blockade to Commander Parrott and repair to this port.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
Commanding U. S. S. Mohican, off Charleston.

Report of Flag-Officer Du Pont, U. S. Navy, of the sailing of the second division for Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 19, 1862.

SIR: I have the honor to inform the Department that the second division of the stone fleet will sail for Charleston to-morrow.

I have detained Messrs. Bradbury and West for this purpose.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Balch, U. S. Navy, commanding U. S. S. Pocahontas, to proceed in charge of the second division, off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 20, 1862.

SIR: You will proceed to sea with the *Pocahontas* under your command, taking charge of the second division of the stone fleet, and report to Commander E. G. Parrott, of the *Augusta*, commanding the blockading force off Charleston.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding G. B. BALCH, U. S. Navy,
Commanding U. S. S. Pocahontas, Port Royal.

Report of Commander Parrott, U. S. Navy, regarding the sinking of a portion of the fleet.

U. S. S. AUGUSTA,
Off Charleston, January 25, 1862.

SIR: The *Marion* returns to-night, being short of coal and having lost her anchors. I have also thought it unnecessary to retain the *Catawba* longer, as her draft of water is large.

Three of the stone fleet slipped or parted their chains at night during the gale. Two have returned, but one, the bark *Peri*, is still missing. She has no anchors and is very short of provisions. I have sent the *Alabama* (whose supply of coal is short) in search of her. As she ran foul of one of the fleet in running out, I am very anxious about her, and shall perhaps send another vessel after her as soon as she can be spared.

We have sunk about half of the fleet in their positions, and the rest, with good weather, we expect to place and sink to-morrow. As three of them were without anchors (another having parted her chain this morning), we have had pretty hard work with them, and one drifted away to the northward and eastward, but her plug was gotten out and she must have sunk close in with the coast. She was too near in for the steamer which I sent after her to follow her up.

My duties in looking out for these vessels, and for the safety of their crews, have made a very great economy of coal impossible, and I think that it will be necessary for us to replenish in some ten days.

Very respectfully, your obedient servant,

E. G. PARROTT,
Commander.

Flag-Officer S. F. DU PONT,
U. S. Steam Frigate Wabash, Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting additional report of Commander Parrott, U. S. Navy, regarding the sinking of the remainder of the fleet.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 28, 1862.

SIR: I enclose the report of Commander Parrott on the disposition of the second stone fleet. All agree that the work was thoroughly done, and I reiterate my commendation given in a previous communication of Acting Master Bradbury and Acting Master West, whose services are spoken of in Commander Parrott's report.

These officers will go by the first steamer to the North in accordance with the Department's order, and are worthy of anything the Department can do for them. I regret to lose them from my squadron.

The *Peri* mentioned in Commander Parrott's report is safe.

The department is misinformed, I infer from a letter received last night as to the *Isabel* getting into Charleston by the main channel where the previous fleet was sunk. The obstruction there is complete and has not been moved by the late gales; the water breaking clear across. The *Isabel* got in by Maffitt's Channel, and as that portion of it included between Rattlesnake Shoal and the shores has been blocked up by the second stone fleet, the possibility of getting into Charleston is still more circumscribed.

The only channels remaining are the Swash and a portion of Maffitt's, and I have never less than three vessels covering them, and which now ride out the gales at anchor.

Respectfully, your obedient servant,

[S. F. DU PONT,]

Flag-Officer, Commanding South Atlantic Blockading Squadron,
Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Parrott, U. S. Navy, commanding U. S. S. *Augusta*.

U. S. S. *AUGUSTA*,
Off Charleston, January 26, 1862.

SIR: I have the honor to report that the remainder of the stone fleet have been got into position and sunk to-day. I think they are all exceedingly well placed, and that they will effectually block a deep and excellent passage to the north of the Rattlesnake Shoal.

Acting Master West, by his energy and zeal; Acting Master Bradbury, by these qualities, added to a thorough knowledge of Charleston Bar and vicinity; the commanders of the *Pocahontas* and *Penguin*, by boldly towing with their ships the stone vessels in very shoal water, and all attached to the blockading ships here, have zealously contributed to bring about this result. The chartered steamers *Cahowba* and *Marion* were active in aiding the stone vessels during the gale and otherwise did good service.

The missing bark *Peri* not having returned, I shall to-morrow send the *Penguin* to the S. and W. in search of her, with directions to be back in thirty-six hours. She will place Messrs. West and Bradbury on board the Port Royal light-boat if it should not interfere with her mission.

I am, very respectfully, your obedient servant,

E. G. PARROTT,
Commander.

Flag-Officer SAMUEL F. DU PONT,
Commanding the Southern Blockading Squadron.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of Lieutenant Balch, U. S. Navy, regarding the sinking of the fleet.

FLAGSHIP *WABASH*,
Port Royal Harbor, S. C., February 5, 1862.

SIR: I have the honor to forward a copy of an interesting report of Lieutenant Commanding Balch, of the U. S. S. *Pocahontas*, referring to the sinking of the second stone fleet in Maffitt's Channel, dated 26th ultimo.

I have already forwarded the report of Commander Parrott.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Lieutenant Balch, U. S. Navy, commanding U. S. S. *Pocahontas*.

U. S. S. *POCAHONTAS*,
Off Charleston, S. C., January 26, 1862.

SIR: I have the honor to report that we have finished the sinking of the stone fleet after several days delay, caused by a heavy gale from the N. E., and from this cause it may be possible that we may not have placed them in the exact line desired, but I can confidently state that a very great obstruction has been placed between the land and the Rattlesnake Shoal, and several of the ships having entirely disappeared,

will render the attempt to pass inside of the Rattlesnake Shoal extremely hazardous. As an instance, we were compelled to back this vessel astern to get clear of two wrecks sunk near us, no part of them being visible but their head booms.

As Commander Parrott has made a report of the circumstances attending the sinking of the second division of the stone fleet, I will do no more than state that the commendations bestowed upon Mr. Bradbury by Captain Davis on a former occasion are justly due on this, and I commend him to the favorable notice of the flag-officer; and I would add also that Mr. West exhibited an energy and skill which should entitle him to the warm commendation of the commander in chief; and it would not be in accordance with strict justice were I not to avail myself of this occasion to state that Captain Budd, of the *Penguin*, by towing, in his own vessel, as also furnishing boats in the readiest manner, contributed very materially to the prompt and successful execution of our duty. I can not refrain from adding that the officers and crew of the *Pocahontas* evinced, as I have ever found them to, an energy and zeal not excelled by any. To the flag-officer's favorable notice I take pride in commending them.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Balch, U. S. Navy, commending the officers and crew of the U. S. S. *Pocahontas*.

FLAGSHIP WABASH,
Port Royal Harbor, February 5, 1862.

SIR: I have pleasure in acknowledging the receipt of your report of the sinking of the stone fleet in Maffitt's Channel and expressing my commendations of the energy and zeal displayed by the officers and crew of the *Pocahontas* under your skillful guidance.

Your expression of approbation of the conduct of Messrs. Bradbury and West and of Lieutenant-Commanding Budd affords me much satisfaction.

I shall forward your report to the Department.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding G. B. BALCH,
U. S. S. Pocahontas, Port Royal.

Order of Flag-Officer Goldsborough, U. S. Navy, to Acting Master Gregory, U. S. Navy, commanding U. S. S. Western World, to proceed to the execution of the Department's orders.

U. S. FLAG-STEAMER PHILADELPHIA,
Hatteras Inlet, January 21, 1862.

SIR: As soon as the weather, in your judgment, will permit, you will proceed with the U. S. S. *Western World* under your command and

execute the orders from the Navy Department under which you left New York and arrived here.

Chaplain Gibson, of the Army, desires to take passage with you. You are at liberty to receive him on board.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Acting Master GREGORY,
Commanding U. S. S. Western World.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Nicholson, U. S. Navy, to proceed to Port Royal Harbor.

FLAGSHIP WABASH,
Port Royal Harbor, January 21, 1862.

SIR: This communication will be handed to you by Mr. Sherwood, of the pilot boat *George W. Blunt*, and on receipt of it you will please return at once with the *Isaac Smith* to this anchorage.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. W. A. NICHOLSON,
Commanding U. S. S. Isaac Smith, [St.] Helena Sound.

Report of Lieutenant Ammen, U. S. Navy, regarding affairs in North Edisto River, South Carolina.

U. S. GUNBOAT SENECA,
Port Royal, S. C., January 21, 1862.

SIR: I have the honor to report that about the 15th instant a party of seven, headed by a man named Magraw, who I understood has been a prisoner and was released, came to Edisto Island from the western side and took some 200 bags of cotton, carrying it to the mainland.

As stated in my report of the 8th instant, I have endeavored to impress upon the negroes the necessity of obtaining supplies, and for that purpose they have visited the plantation of John Townsend, which lies within range of an XI-inch gun from near the usual anchorage at North Edisto. On Sunday (19th) two negroes who went up early, and in a heavy fog, narrowly escaped being shot or captured by a party of soldiers; the number seen was estimated at 20. One of the negroes was shot through his clothing. As soon as the fog cleared away I took the vessel in position which would enable us to see to the best advantage, and as no signs of life appeared, did not throw shells.

It is understood from negroes that considerable supplies of cotton may still be found on Edisto Island, if a reconnoissance in force should be made. If that is not contemplated, or its occupation, I fear the colony, now numbering about 1,200, will be in want of food, perhaps within a fortnight. As every party going after maize will have to be accompanied by armed boat crews and a howitzer, I fear collecting food over the country will fall below or hardly exceed the consumption.

The bad weather and the absence of other vessels have prevented taking soundings over the bar and forwarding directions for crossing,

and also a particular examination of the bar off Stono, if it could have been done without prejudice to the duties assigned me.

I learn from the negroes that they have small quantities of cotton hidden in various localities, and small quantities, unginned, are to be found on nearly all of the plantations on Edisto Island, the soldiers not having been there to burn the cotton houses as they did on the opposite shores on the arrival of the *Paronee*, accompanied by this vessel. I would think it advisable that the officer controlling those waters should know whether it is desirable to induce the negroes to bring the cotton in, and to gin all that can be reached; and, if so, what amount of compensation would be allowed them per pound, or otherwise.

It is understood that supplies of maize are much needed in Charleston and elsewhere. I have accounts of several lots that were on Wadmelaw and Johns Island having been removed, and think the incursions mentioned on Edisto are to effect the same object, as well as the removal of the cotton supposed to be there.

The force of a gunboat is so limited as not to admit of landing a formidable party. On that account I have not deemed it advisable to land, and do not intend to do so, except from time to time in the immediate vicinity of the water, for the protection of the negroes in obtaining their necessary supplies. You will perceive how advantageous to our purposes a reconnoissance in force would be, even if continued only one or two days.

It is worthy of note, as indicating the changes in the blacks, that now they express themselves most anxious to obtain arms. The black man who has general superintendence of the colony wished to land his forces in Rockville and drive the soldiers back, expressing the utmost confidence that with about twenty old muskets that they had picked up, many of them with flint locks, he would be able to effect his object.

Upon the arrival of the *Crusader*, Lieutenant Commanding Rhind, off Edisto Bar yesterday morning, the *Seneca* stood out and piloted her into the harbor, barely getting in before a dense fog set in, which continued until it was not possible to reach Port Royal that evening, with the strong head wind then blowing.

At 5:30 a. m. of to-day we were underway and stood up to White Point, Lieutenant Commanding Rhind on board, in order that he might see certain points and that I might note any change of interest for your information. We found no guns in position, but a body of horsemen, fifty or a hundred strong, and expended three XI-inch shells in getting them in motion.

Mr. Black, the prisoner who was sent for release, appears to be very much dreaded by the negroes; they fear his being able to communicate information to their prejudice, and on that account, much against my inclination, I continue to hold him on board this vessel, deeming it prudent that he should be held until a force is sent to occupy that point, or at least until it is possible for you to spare another vessel.

A party of negro men, anxious to obtain work, asked a passage to Port Royal. I have brought them and their families, numbering perhaps fifty persons.

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

DANL. AMMEN,

Lieutenant, Commanding Seneca.

Flag-Officer SAML. F. DU PONT.

Commanding Southern Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Commanding Temple, U. S. Navy, detaching him from the command of the U. S. S. Flambeau.

FLAGSHIP WABASH,
Port Royal Harbor, January 22, 1862.

SIR: In accordance with a dispatch from the Navy Department of January 3, followed by the medical opinion of Fleet Surgeon Olymer, you are hereby detached from the command of the U. S. S. *Flambeau*, and will return to the North in the first steamer, reporting yourself by letter to the honorable Secretary of the Navy.

Lieutenant Commanding J. H. Upshur has been appointed by me to relieve you, to whom you will transfer the command of the *Flambeau*, with such information as to the condition and capabilities of the steamer as may be important for him to know.

Though only attached to this squadron since your arrival here last evening, I have read with interest the letters you have submitted to me in reference to your important mission to Nassau, New Providence, which, I doubt not, will prove entirely satisfactory to the Department.

I regret that your state of health compels you to relinquish your command.

Respectfully,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding W. G. TEMPLE,
Commanding U. S. S. Flambeau, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Upshur, U. S. Navy, to prepare for immediate blockading service.

FLAGSHIP WABASH,
Port Royal Harbor, January 22, 1862.

SIR: You are hereby appointed to the command of the U. S. S. *Flambeau*, and will repair on board without delay and relieve Lieutenant Commanding Temple, whose state of health compels him to relinquish the command.

You will get ready for immediate blockading service, and I will send you orders to that effect in a few hours.

Respectfully,

S. F. DU PONT,
Flag-Officer.

Lieutenant J. H. UPSHUR,
Flagship Wabash, Port Royal Harbor.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Upshur, U. S. Navy, commanding U. S. S. Flambeau, to proceed to duty on the Charleston blockade.

FLAGSHIP WABASH,
Port Royal Harbor, January 22, 1862.

SIR: You will please proceed with the U. S. S. *Flambeau* under your command and assume the blockade of Stono Inlet, which may be called one of the entrances to Charleston Harbor.

As Charleston is being every day more effectively closed by the blockading ships and the sinking of the second stone fleet, attempts will be made to get out by Stono. The bar had 8 feet at low water in 1856, and the steamer *Carolina* has recently escaped. Four other vessels (sailing), generally small, are loaded at Charleston waiting to get out, and they must be towed by the rebel war steamers. You will therefore be as vigilant as you can, consistent with the safety of your vessel.

Stono, I think, is strongly fortified on both banks. Lieutenant Commanding Balch was last there and reports that the enemy have one or two guns of long range. Using proper opportunities you may occasionally communicate with the force off Charleston. Deserters have come off from Stono to our ships, and I would keep a lookout for boats.

I recommend that you make yourself acquainted with the coast and soundings on your station. The *Pocahontas* got into very shoal water and touched the other day.

As a general rule, blockading ships should not chase far off the coast, as it consumes coal, unless under very suspicious circumstances.

I rely upon your intelligence and zeal in carrying out these instructions.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. H. UPSHUR,
Commanding U. S. S. *Flambeau*, Port Royal Harbor.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Missroon, U. S. Navy, commanding U. S. ship *Savannah*, to proceed with that vessel to New York.

FLAGSHIP WABASH,
Port Royal Harbor, January 23, 1862.

SIR: I have your communication of yesterday, enclosing a report from Surgeon Mayo on the sanitary condition of the *Savannah*, which I have submitted to the consideration of Fleet Surgeon Clymer.

The latter informs me there is no reasonable ground of hope, under the circumstances of the case, that the scurvy can be eradicated from the ship unless she goes to the North.

I would not deem it proper to expose further the crew in the arduous and harassing duty of blockading at this tempestuous season, in a sailing ship.

You will therefore proceed to New York without unnecessary delay and report your arrival there to the honorable Secretary of the Navy and to the commandant of the naval station.

Some cannon, small arms, ammunition, provisions, etc., now on board the *Savannah*, much wanted in this squadron, you will please deliver on my order before your departure, reserving one month's supply of the latter for your passage home.

Regretting this necessary separation of yourself and officers from my command,

I am, respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer.

Commander J. S. MISSROON,
Commanding U. S. Ship *Savannah*, Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of Commander Rhind, U. S. Navy, commanding U. S. S. Crusader, regarding operations in North Edisto River, South Carolina, January 23 to February 7, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 15, 1862.

SIR: I have the honor to forward a copy of an interesting report of Lieutenant Commanding A. O. Rhind, of the *Crusader*, dated February 7, detailing proceedings in North Edisto since the departure of the *Seneca*. General Sherman has sent a small regiment of soldiers to North Edisto.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. CRUSADER,
North Edisto, February 7, 1862.

SIR: I have received this morning by the *Blunt* your communication of 5th instant, with the mail for this vessel.

Since the departure of the *Seneca* there has been a larger addition to the colony of negroes on Botany Bay Island, and taking the number as estimated by Lieutenant Ammen at that time at 1,000 to 1,100, there must be at present at least 1,400 collected there.

On the 23d instant [ultimo] word was brought to us late in the day that some Confederate troops had landed on Edisto Island and were moving off and shooting the blacks. We got underway at once and went up the river; found about 100 to 150 blacks collected at Point of Pines wharf; dispatched boats from the colony to carry them down, and proceed up the river to the mouth of Steamboat Creek and fire some shell at the houses where the troops were reported to be. At dusk anchored again at Point of Pines, where another party of blacks had meantime collected, and remained there until they had all escaped below. Some 200 were thus added to the colony. Since that time they have been constantly coming in in small parties. On the 26th we went up the river to enable the blacks to collect some corn at the plantations on Steamboat Creek. I went into the creek with our boats, and finding the negroes engaged in plundering the houses instead of getting corn I ordered them all off. I have endeavored to check their propensity to plunder, but with only partial success. On the 3d instant (having previously sounded out the creek) I succeeded in getting this vessel into Rockville [Bohicket] Creek, and anchored her at about 1,300 yards from the village, to make a reconnoissance of the place, it having been made known to us that the enemy were occupying it. I approached the place with a boat, accompanied by a large flat that we had prepared to carry the howitzer. On nearing the landing we were fired into, our boats having their ensigns set. We returned the fire with the howitzer, but unfortunately the bows of the flat gave away at the second discharge. Having ascertained all that I desired at that time, the boats were ordered to return to the vessel. Owing to the narrowness of the channel, we were unable to spring the vessel to get our guns to bear until nearly sunset, when the flood tide made. As she swung, we

threw into the place six 10-second shell, all of which burst in and about the houses. The flat is being again refitted, and I propose, when the tide serves at the proper time of day, to reenter the creek with the vessel and, after shelling the place, to destroy it by fire. I learn that there are about 150 troops of the enemy lodged in the woods in the rear of the village and that they have three guns (fieldpieces, I judge). I place no particular reliance on the information afforded by the negroes, but I have satisfied myself that the place is made use of as a rendezvous and point of observation.

On the 4th we went up this river as far as the mouth of the Dawho. I sounded out the mouth of that river and ascertained that vessels of 11 to 13 feet draft can enter it sufficiently far to land a force abreast the plantation of Legaré, where a constant lookout has been kept by the enemy. Lieutenant Ammen threw some shell at them there the morning he left. I accompanied him on that occasion, that he might point me out the locality. On the occasion of our last visit I saw no signs of them being there, but observed a number of people (said to be Confederate cavalry) on the other side of the river at Bear Bluff.

From the information I have gathered since being here I should say that a force landed at this latter point, Legaré's, could easily be marched to the railroad, the distance being about 7 miles, a good road, crossing only a small creek where there is a bridge (called the Togodo Bridge). Having no map of the country hereabouts and but an imperfect sketch of the river, I can not vouch for the truth of this statement, which I get from a negro, an intelligent fellow, who formerly lived at the Legaré place.

The negroes on Botany Bay Island are in such numbers and leading such an idle and improvident life here that I fear, unless they are speedily removed, disease and want will appear among them. At present they have a sufficiency, but I have learned by experience with them that they destroy or trade away much of their provision. If I go anywhere to enable them to collect corn or potatoes, they begin to plunder the houses of furniture and other articles entirely useless to them.

The forts evacuated by the enemy at Botany Bay Island and Seabrook Point remain in the same condition as left by Lieutenant Commanding Ammen.

This vessel is altogether unsuited to this service. We have no pivot gun, and the vessel draws too much water to navigate the numerous creeks. With a draft of 6 or 7 feet and a few good pivot guns this country can be easily kept clear of the enemy.

This vessel is also very badly supplied with ammunition. We had but ten 10-second fuzes and ten 15-second fuzes in the ship. We expended all but six of the 10-second the day we entered the creek.

I respectfully request that a supply of 10-second shell for our 32-pounder may be sent us by the first opportunity.

Our expenditure of coal here amounts to little over a ton a day.

Very respectfully, your obedient servant,

A. O. RHIND,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron, Port Royal.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding means for insuring an effective blockade.

NAVY DEPARTMENT, *January 25, 1862.*

SIR: The importance of a rigorous blockade at every point under your command can not be too strongly impressed or felt. By cutting off all communication we not only distress and cripple the States in insurrection, but by an effective blockade we destroy any excuse or pretext on the part of foreign governments to aid and relieve those who are waging war upon the Government.

There is a manifest desire, if not determination, in certain quarters to break the blockade, and the apology therefor will be, if possible, a want of vigilance or efficiency on the part of our squadrons in guarding the coast in such a manner as to interdict communication. While confiding to your practical knowledge and judgment the disposition of the vessels committed to you, I have felt it my duty to warn you of the difficulty alluded to, and at the same time to suggest that, except when required by pressing necessity, there should not be a concentration of vessels at any given point, but that they should be spread so as to make the blockade effective throughout the whole extent of coast under your supervision. Most of the important points are well guarded, though occasionally we hear that a vessel has run the blockade in bad weather or in darkness, or at points least likely to attract attention. Every case of this kind, I have reason to believe, is noted and laid up as evidence that the blockade is not effective and therefore is to be disregarded by those governments whose subjects may become clamorous for supplies from the States blockaded.

The Department is aware of the difficulties you are compelled to encounter; it has been gratified with the ability and resources which you have brought into requisition to carry out the policy of the Government; and I wish in this communication—warning you of what may be apprehended from foreign interference, provided there is any want of vigilance or effectiveness in any quarter in keeping up a rigid blockade—to express my commendation and also my confidence that you will, even in this stormy season, with such as is at your disposition, interdict communication at every point, and thus destroy any pretense for breaking or attempting to break the blockade.

As fast as we can augment our force or spare vessels from other points, we shall endeavor to reinforce your command. In the meantime our reliance must be on your own powers and capability in the squadron that you have.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Joint reconnoissance in Wilmington Narrows, Georgia, January 26-28, and naval engagement January 28, 1862.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting detailed report.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 8, 1862.

SIR: I have the honor to inform the Department that I have been making preparations for some time past for the attack on Fernandina, by calling in the appropriate vessels (which involved many changes in the blockade) and by filling up the supplies of coal and provisions.

In some particulars my supply of ammunition is short, but a movement like that which I have now in contemplation keeps so many vessels idle during the period of equipment that I will not put it off on that account. I am waiting now for settled weather. A brigade under Brigadier-General Wright forms part of the expedition; and it affords me great pleasure to say that General Sherman will accompany it himself.

In the meantime I have, in conjunction with the military commander in chief, made a study of the best mode of cutting off the communication between Fort Pulaski and the city of Savannah.

For this purpose military and naval reconnoissance* had been pushed in boats, on the east side through Cooper River, Bull River, and Wall's Cut into Wright's River; and on the west side into Little Tybee River, or Freeborn's Cut.

Obstructions were met with in Wall's Cut, consisting of a double row of piles and a hulk; the former were removed by the army sufficiently to clear the passage.

At this stage of the proceedings it was found expedient to send one or more gunboats into Wright's River to make a careful survey of the passage around Cunningham's Point into Savannah River, and a survey also of Mud River. It was decided by General Sherman and myself, in conference, to make a simultaneous movement on the opposite side through Freeborn's Cut and Wilmington Narrows, which should serve as a demonstration to cover up our real purpose of an attack on Fernandina and as a reconnoissance to answer the following enquiries: First, whether there were any troops or batteries on that side of Wilmington Island; second, whether the cut or narrows was navigable for gunboats with facility; third, whether the channels of Savannah River could be commanded from it, or whether the distance across the intervening marsh was too great; fourth, the direction and termination of this creek or narrows to the northward; and, lastly, whether gunboats could lie in security in the creek without the efficient support of troops and guns on shore.

To carry out these views, two of the regular gunboats and four of the small armed steamers were placed under the command of Fleet-Captain C. H. Davis, who was accompanied by Commander O. R. P. Rodgers.

The transports containing the troops destined for Fernandina accompanied the naval detachment and were left at anchor in Wassaw Sound.

For the circumstances and results of this demonstration and reconnoissance, I have the pleasure to refer you to the report of Captain Davis, accompanying this dispatch.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Detailed report of Captain Davis, U. S. Navy, commanding expedition.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 1, 1862.

SIR: I have the honor to inform you that in obedience to your orders I got underway on Sunday morning, the 26th ultimo, and sailed from

* See pp. 491-506.

this harbor, having under my command the gunboat *Ottawa*, Lieutenant Commanding Stevens; gunboat *Seneca*, Lieutenant Commanding Ammen; armed steamer *Isaac Smith*, Lieutenant Commanding Nicholson; armed steamer *Potomska*, Lieutenant Commanding Watmough; armed steamer *Ellen*, Master Commanding Budd; armed steamer *Western World*, Master Commanding Gregory, and the two armed launches of this ship; and having in company the transports *Cosmopolitan*, *Delaware*, and *Boston*, on board of which were the Sixth Connecticut, the Fourth New Hampshire, and the Ninety-seventh Pennsylvania Regiments; in all, 2,400 men, commanded by Brigadier-General H. G. Wright.

Commander O. R. P. Rodgers accompanied the expedition.

The vessels anchored in Wassaw Sound the same evening.

On Monday morning General Wright came on board the *Ottawa*, in which ship I was, bringing with him Major Speidel, commanding the battalion, and Company O, of the Connecticut Sixth. He also sent Company D, of the same regiment, on board the *Seneca*, where Captain Rodgers had taken up his quarters. The commanding officers repaired on board by signal, when the plan of operations was explained to them.

Owing to the shoalness of the bar and channel, it was not until half past 8 o'clock that I entered Little Tybee River, or Freeborn's Out, and it was half past 1 before I passed Fort Pulaski at the nearest point. The fort was not prepared for an enemy on this side, and did not fire into the vessels. But preparations were immediately set on foot to receive us on our return. The distance is that of a long range with a rifled gun, or one of heavy caliber.

After coming up with and passing the high land on Wilmington Island, the farther progress of the gunboats was arrested by a blockade of heavy piles driven in a double row across the channel. The vessels were anchored, and boats were dispatched from every one of them to examine the numerous creeks leading to the river; and to make a reconnoissance of the main stream Captain Rodgers landed with the armed launches and a detachment of troops to scout and determine whether there were then or had been any batteries or guns in position on this eminence, and whether there were marks of recent occupation by troops. The regiment of City Light Guards, from Savannah, composed of very young persons, has been stationed at Screven's. No earthworks were found, but traces were discovered of horsemen, who must have been on the spot very lately.

At 5 o'clock the Confederate steamers, five in number, one of them carrying the square flag at the fore (probably Commodore Tattnall's), came to anchor at the mouth of the creek. They had it in their power to choose their distance, and this led to the expectation of an attack, but the night passed quietly.

At this hour Captain Ammen passed the marsh and cut the telegraphic wire leading from Fort Pulaski to the city.

After breakfast on the morning of Tuesday, the 28th, the surveys and examinations were renewed, and I am deeply indebted to General Wright for taking an active part in them all, and forming, from personal examination, his conclusions as to the military seizure and occupation of Wilmington Island, to which General Sherman and yourself had called my particular attention.

At 11:15 the five steamers, composing the fleet of Commodore Tattnall, as it is supposed, attempted to pass down the river with scows in

tow. Captain John Rodgers, who lay at anchor in Wright's River, and myself opened fire upon them, which they returned with spirit. The result of the engagement, which lasted less than half [an] hour, was that Commodore Tattnall and one of his squadron were driven back. The other three escaped injury, apparently, and made good their passage down to Fort Pulaski.

At 2 o'clock the latter returned up the river, and the firing was resumed. They had waited for low water, and were so well protected by the banks of the river, while we ourselves were lying in a natural trench or moat, that the harm inflicted upon them was entirely disproportionate to the amount of ammunition expended. Their shot, which would have easily reached us by the ricochet on the water, were generally spent in force before they arrived at the creek in which we were anchored. We have been told by a contraband, since come in, that one of the steamers sunk at the wharf after getting to the city, and we could see with our glasses that some of our shells took effect.

The practice of the day was very instructive. At 4 o'clock on Wednesday morning I came down the narrows, passing the range of Fort Pulaski before daylight; and, leaving the other vessels in Wassaw Sound, I returned to this place by the way of Tybee Roads and Calibogue Sound.

As a demonstration, the appearance of the naval and military forces in Wilmington and Wassaw Sound has had complete success. Savannah was thrown into a state of great alarm, and all the energies of the place have been exerted to the utmost to increase its military defenses, for which purpose troops have been withdrawn from other places.

As a reconnoissance the results are satisfactory. We have improved our knowledge of these obscure and intricate passages. We have ascertained that Wilmington Island is abandoned, not only by the enemy's troops, but even by its inhabitants; that this cut, or narrows, can be navigated by gunboats without difficulty; but, on account of the width of the marsh opposite to the high land on Wilmington Island, that the channels of Savannah River can not be advantageously commanded from this point at any time, and especially at low water; that gunboats could not lie in safety in any part of the narrows unless Wilmington Island were occupied in force, on account of the advantages it possesses for constructing masked batteries and the protection it affords to riflemen and skirmishers.

In the event of my arriving at an unfavorable conclusion in respect to the naval occupation of this passage, you directed me to consider the propriety of placing in it some obstructions which would render it useless to the enemy. In this respect he has anticipated our wishes; but the obstructions can be removed hereafter if desirable.

During the engagement of Tuesday, Colonel Rosa, commanding at Tybee, sent an aid to me with an offer of additional troops. I beg leave to call your particular attention to this act of courtesy and display of public spirit.

While all communication between Captain John Rodgers, in Wright's River, and myself, in Wilmington Narrows, by means of navy signals, was very difficult or wholly impossible, the communication with army signals was easy and perfect. I recommend, therefore, their use in the naval service.

The conduct of the officers and men has been, as always, entirely satisfactory. My special acknowledgments are due to General Wright for prompt and efficient services voluntarily given; and to Commander

C. R. P. Rodgers, whose zeal in the public service and superior ability render his aid, wherever directed, a most valuable accession.

I have the honor to be, very respectfully, your obedient servant,
C. H. DAVIS,

Fleet Captain, South Atlantic Blockading Squadron.

Flag-Officer S. F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, Port Royal Harbor.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding means for landing troops.

HEADQUARTERS EXPEDITIONARY CORPS, *January 26, 1862.*

COMMODORE: In consequence of the wants of this depot and the number of boats it is absolutely necessary to send to Wall's Out, it is my duty to inform you that it is impossible to supply the land forces of the expedition to cooperate with Captain Davis with any means of landing whatever. The landing of our troops, therefore, must rest with the Navy, if they are to be landed. I know of no other resource, and it must rest with you to say whether it can be done or not. I regret this want of means on our part, but the boats I have had ordered here have not arrived.

Very respectfully,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding Squadron, etc.

Letter of thanks from Flag-Officer Du Pont, U. S. Navy, to Colonel Rosa, U. S. Army, for offer of assistance.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 10, 1862.

COLONEL: It has been reported to me by Captain Davis, fleet captain of my squadron, that during the affair between the gunboats under his command and the flotilla of Commodore Tattnall, you sent one of your aids to him with an offer of assistance.

I beg, colonel, that you will accept my warmest thanks for this act of military courtesy, and also that you will believe that this new manifestation of the cordial spirit of fellowship which has uniformly existed between the officers and men under my command and their companions in arms on shore affords me great gratification.

I have the honor to be, colonel, with the highest respect, your most obedient servant,

S. F. DU PONT,
Flag-Officer.

Colonel RUDOLPH ROSA,
46th Regt., N. Y. S. V., Comdg. Military Forces at Tybee.

Report of Brigadier-General Wright, U. S. Army.

HEADQUARTERS,
Hilton Head, S. C., January 29, 1862.

CAPTAIN: In pursuance of the instructions of the general commanding, dated on the 21st and 25th instant, I proceeded on the morning of

the 26th, with the transports carrying my command, in company with the gunboats, to Wassaw Sound, Georgia, where we arrived and anchored about 2 o'clock the same day. The naval portion of the expedition, commanded by Captain Charles H. Davis, U. S. Navy, was composed of the gunboats *Ottawa*, Captain T. H. Stevens; the *Seneca*, Captain Ammen; the *Isaac Smith*, Captain Nicholson; the *Potomska*, Captain Watmough; the *Ellen*, Captain Budd; the *Western World*, Captain Gregory, and two armed launches, with their crews, from the *Wabash*, under the command of Captain C. R. P. Rodgers, U. S. Navy.

It was arranged between Captain Davis and myself that two companies of troops should be placed on board the gunboats, and that the latter should proceed to reconnoiter the passage known on our maps as Wilmington Narrows. Accordingly the next morning, the troops having been taken on board, the gunboats proceeded up the narrows, leaving the transports at anchor in the sound. I accompanied Captain Davis in the *Ottawa*. No obstruction to our progress was met with, or any signs of an enemy discovered, before reaching a position in the narrows between the plantations marked on our sketches as Screven's and Gibson's. At this point the passage forks, and it was discovered that the one leading to the right was obstructed by a double line of piling of heavy timber, near which we anchored.

Soon after anchoring I went on shore with Captain Rodgers, of the Navy, to examine the lower of the three plantations, taking with us, to cover the landing, the two large launches, each carrying a boat howitzer, and to serve as skirmishers after landing, 20 men from the troops were taken to act in connection with the launches' crews, which were armed with rifles. The place was found to be utterly deserted, with no evidence of its having been occupied for weeks and perhaps months. All the movable property of every description had been carried off. No signs of life were visible. Soon after our return on board, however, a party of some five or six men were seen from one of the gunboats, who were dispersed by a shot from the vessel.

The following morning, the 28th, I started in a small boat with Lieutenant Barnes, of the *Wabash*, temporarily with the launches, to examine the narrows above the piles. Lieutenant Barnes had been over the same ground the evening before, with the black pilot, Isaac, to a point which the latter represented as within a short distance of the entrance into St. Augustine Creek. We proceeded a little farther only, as we came to fast land, where it was probable that pickets would be stationed, and, as we confidently believed, close to the junction of the two creeks. The banks up to this point were of soft mud, rendering it impracticable to land, and overgrown with high grass, which made it difficult to see the surrounding country. We took carefully the bearings of the different reaches of the creek, and, as often as we could see them, of surrounding objects. The soundings nowhere showed a less depth of water than 20 feet, and the width is sufficient for any of the gunboats. The piling above referred to was therefore the only obstacle to the passage of the gunboats so far as we penetrated, and this it is no doubt practicable to remove.

Just as we were preparing to return we perceived the rebel gunboats, five in number, coming down from Savannah, and soon after reaching our vessels the enemy appeared to be within the Savannah River. Our gunboats at once opened fire, as did those under the command of Captain John Rodgers, on the other side of the Savannah River. The leading rebel boat, bearing a flag-officer's pennant, was soon apparently quite disabled, and turning back, made her way slowly to Savannah in

company with one of the others. The remaining three proceeded on to Fort Pulaski. All were represented to have had barges in tow. In the afternoon, while Captain Rodgers and myself were on shore at the plantation of Screven and Gibson, the three rebel boats last referred to returned up the river, and the firing recommenced, but the boats got past apparently without serious damage and reached Savannah. This firing, though no part of the plan, was very instructive in connection with any project for cutting off Fort Pulaski by batteries on Wilmington Island or by gunboats lying at or below the obstructions. It showed conclusively to my mind that steamers might run the gantlet not without danger, but without any serious risk, even under so heavy and well-directed a fire as that delivered by our gunboats. The position from which to cut off communication between the fort and Savannah by way of the river must therefore be sought higher up.

The plat of the courses of the stream would indicate that it empties directly into the Savannah River, and not into St. Augustine Creek, as had been supposed, and other circumstances would seem to confirm this conclusion, though contrary to some of the evidence obtained. However this may be, there is no doubt that the stream we followed gradually approaches the river, from which it can be separated only by a narrow strip of marsh at the point reached by us in the boat. A position might therefore be taken up by the gunboats, after removing the obstructions, from which the river might be commanded, and it is quite possible that the headland alluded to as just above the point reached by us would permit the establishment of a battery which would command both the St. Augustine Creek and the Savannah River.

Wilmington Island, as a simple military position, is, in my judgment, of no importance whatever, and any troops landed there could be of no real service. But should it be decided to cut off all communication by the Savannah River, either by gunboats stationed above or by the establishment of the battery alluded to, or by both, then the occupation of the island becomes a matter of high importance, as in this way only can the line of communication with our base be kept open. Should it therefore be decided to intercept the river communication in this way, or to use the passage in any ulterior movements on Savannah, I would recommend the occupation of the island in force, otherwise not. The portion of the island above Gibson's is marshy for $1\frac{1}{2}$ to 2 miles back from the bank of the creek, and therefore no battery could, I think, be established by the enemy at any point above Gibson's which could seriously annoy our gunboats. The portion of the island below the plantation is also marshy.

Having made the reconnoissance as above detailed, the gunboats returned to Wassaw Sound, and after consultation with Captain Davis, whose orders required him to return and report, I thought it best to return with him and report in person. I accordingly arrived here in the *Ottawa* just before sunset this evening, leaving the transports and the three other gunboats at anchor in the sound. I should have stated our nearest approach to Fort Pulaski was within long range—say 2 miles—while the distance from the fort to our anchorage near the obstructions was much greater and entirely beyond range.

Very respectfully, your obedient servant,

H. G. WRIGHT,
Brigadier-General, Commanding.

Captain L. H. PELOUZE,

Asst. Adjt. Gen., Hdqrs. Exped'y Corps, Hilton Head, S. C.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, announcing the departure from St. John, New Brunswick, of the schooner Success.

NAVY DEPARTMENT, *January 27, 1862.*

SIR: The U. S. consul at St. John, New Brunswick, telegraphs to the Department that schooner *Success*, 81 tons, has cleared for Nassau, and will attempt to run the blockade at some point on the South Carolina coast between the 4th and 8th of February.

The small steamers of your squadron which require repairs, that are not heavy, and can be effected without their going to a navy yard, had better be sent to Baltimore. Carpenter J. McDonnell, U. S. Navy, is stationed there to place the vessels in the hands of proper parties and to give his attention to the repairs.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Purviance, U. S. Navy, commanding U. S. ship St. Lawrence to proceed north for supplies.

FLAGSHIP WABASH,

Port Royal Harbor, January 27, 1862.

SIR: You will please proceed without unnecessary delay with the *St. Lawrence* under your command to Hampton Roads and report to Flag-Officer Goldsborough, or the senior officer present, for a renewal of your supplies.

Such arms, ammunition, and provisions as may be wanted in this squadron you will please deliver on my order; of the latter you will retain one month's supply.

Respectfully,

S. F. DU PONT,
Flag-Officer

Captain H. Y. PURVIANCE,

Commanding U. S. Frigate St. Lawrence, Port Royal.

NOTE.—Owing to the difficulty of obtaining supplies at Hampton Roads, the above order [is] so far modified that you will proceed to New York and report to Flag-Officer Paulding, commanding U. S. Naval Station, New York.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, regarding the assignment of the U. S. bark Restless to his command.

FLAGSHIP WABASH,

Port Royal Harbor, January 28, 1862.

SIR: I send you the armed bark *Restless*, Acting Volunteer Lieutenant Edward Conroy, commanding, for blockade duty.

Please dispose of her to the best advantage, and if you deem it advisable she may proceed to Bull's Bay, or relieve the *Roebuck* off Charleston, if it should be necessary that the latter return to this port.

The *Penguin* will leave here to-morrow. Please furnish Captain Conroy with a list of suspected vessels.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander E. G. PARROTT,

U. S. S. Augusta, Commanding Blockading Force off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. bark Restless, to proceed to blockade duty off Charleston Bar.

FLAGSHIP WABASH,
Port Royal Harbor, January 28, 1862.

SIR: You will please proceed with the armed bark *Restless* under your command off Charleston Bar and report to Commander Parrott, of the *U. S. S. Augusta*, for blockading duty.

Enclosed are certain papers for your consideration. Commander Parrott will furnish you with a list of suspected vessels.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Volunteer Lieutenant Commanding EDWARD CONROY,
Armed Bark Restless, Port Royal Harbor.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward to proceed to the blockade off St. Simon's Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, January 28, 1862.

SIR: You will please proceed with the armed sailing vessel *Onward* under your command to the blockade of St. Simon's, cruising between that point and Fernandina, communicating with Commander Le Roy, of the *Keystone State*, off Fernandina, and with Lieutenant Commanding McCauley, of the *Flag*, off St. Simon's, receiving from either or both of these officers such information as might be desirable in the execution of your duties.

Enclosed herewith are certain papers for your consideration.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Volunteer Lieutenant J. F. NICKELS,
Commanding the Onward, Port Royal Harbor.

Letter from the Secretary of State to the Secretary of the Navy, transmitting consular information regarding the arrival of blockade runners at Nassau, New Providence.

DEPARTMENT OF STATE,
Washington, January 28, 1862.

SIR: I beg leave to call your attention to two dispatches, dated, respectively, January 19 and 20, received to day from the U. S. consul at Nassau (New Providence).

The Department regrets to notice the continued infraction of the blockade by the vessels of the insurgents through the apparent negligence or inattention of the officers of the blockading squadron.

The attention of the Navy Department is specially invited to the statement of Consul Whiting respecting Captain Temple.

I will thank you to return the dispatches when you have made such use of them as you think proper.

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

WILLIAM H. SEWARD.

Hon. G. WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. CONSULATE,
Nassau, New Providence, January 19, [1862].

SIR: I have the honor to inform you of the departure this morning of the U. S. gunboat *Flambeau*, Temple, commanding, for Port Royal, S. C.

While I am writing, the rebel steamer *Carolina* (now *Kate*), Lockwood, master, which arrived yesterday from Charleston, is lying alongside of the ship *Eliza Bonsall*, taking on board the remainder of the cargo destined for the rebel States.

The *Isabel*, or *Ella Warley*, took part of the same ship's cargo some weeks since (and has safely reached Charleston) while the *Flambeau* was lying here.

The *Gladiator*, steamer, is also transshipping her arms, I am told, at Cochrane Anchorage, 10 miles from Nassau.

The *Carolina*, while coming up this harbor yesterday, ran between the *Eliza Bonsall* and the *Flambeau*, and dipped her colors (rebel) to the Confederate ally; and Captain Temple said in this consulate, and in the presence of several American captains, that "had he seen it he would have answered the salute." Dip the stars and stripes to the rebel rag! I told him that I would sooner hack my hand off than be guilty of such an act.

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

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

U. S. CONSULATE,
Nassau, New Providence, January 20, 1862.

SIR: I have the honor to inform you of the arrival at this port, on the 14th instant, of the U. S. gunboat *Flambeau*, Temple, commander, from Key West, Fla.; all well.

I can not but think that, with proper management, the rebel steamers *Isabel* and *Gordon*, which are reported to have run the blockade, might have easily been captured, as they were both lying here, ready for sea, when the *Flambeau* left for Key West.

The capture of one or both of these vessels would have been a trenchant blow to Bahama secession.

The British steamer *Gladiator* is lying 10 miles from Nassau, at the Cochrane Anchorage, where she has been for a week. She is far removed from my espionage, and might transship her cargo with little risk of detection, though I am watching her as closely as I can.

The rebel schooner *Garibaldi* arrived here on the 10th instant with turpentine, from Jacksonville, Fla.

On the 18th instant the fast steamer (rebel) *Carolina* came in direct from Charleston, with the secession rag displayed at her peak.

She has come for the remainder of the cargo of the ship *Eliza Bon-sall*, and brings a full load of cotton to complete that vessel's lading for Europe.

We do not need descendants of English nobility now to command our steamers and gunboats as much as we do good, loyal, vigilant seamen.

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

Hon. WM. H. SEWARD,
Secretary of State, Washington, D. C.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the reported lack of water at Fort Pulaski.

JANUARY 29, 1862.

COMMODORE: If you can be ready by 12:30 o'clock, I think we will go then, or any other hour you may set.

A deserter came in from Pulaski last evening and reports six months' provisions there, but no water; says General Lee went down there yesterday to inspect and was left in the work.

Yours, truly,

T. W. SHERMAN,
Brigadier-General.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, regarding the readiness of that vessel for sea.

U. S. S. JAMES ADGER, January 31, 1862.

SIR: I have the honor to inform you that this ship is in all respects ready for sea.

The small amount of coal here has prevented our filling the bunkers; there are 205 tons on board.

From experience, we have thirteen days' fuel for blockading purposes.

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

J. B. MARCHAND,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

General order of Flag-Officer Du Pont, U. S. Navy, restricting intercourse between the United States vessels and the plantations in their vicinity.

GENERAL ORDERS, }
No. 7. }

FLAGSHIP WABASH,
Port Royal Harbor, February 1, 1862.

The commanding officers of the vessels attached to this squadron will give special attention to all intercourse between the men under their command and the various plantations in their vicinity.

No stock or provisions of any kind must be taken without paying a fair price for the same to the negroes.

No boat from any of the ships of the squadron can be permitted to land anywhere but at Bay Point and Hilton Head without a pass from the fleet captain.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer

Report of Flag-Officer Du Pont, U. S. Navy, regarding vessels under his command.

FLAGSHIP WABASH,
Port Royal Harbor, S. O., February 2, 1862.

SIR: I have the honor to report that the storeships *Courier*, *Release*, and *Relief* are now at this port, but the *Relief* will leave early to-morrow for New York. The storeship *Supply* has never been at Port Royal.

The U. S. steamers *Crusader*, *Flambeau*, *Norwich*, *Keystone State*, *Western World*, *Sumpter*, and the armed sailing vessels *Restless* and *Onward* have also joined this squadron and are engaged in blockading duty.

Hereafter I shall not fail to report regularly the arrival of vessels on the station under my command, which heretofore, in the case of the storeships, has been unconsciously overlooked.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

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

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Manton, U. S. Navy, commanding U. S. storeship Relief, to return to New York.

FLAGSHIP WABASH,
Port Royal Harbor, February 2, 1862.

SIR: The *Relief* having delivered her stores at this port to the squadron, you are hereby directed to proceed to New York, and on your arrival there report yourself to the flag-officer commanding the U. S. Naval station, New York.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Volunteer Lieutenant B. D. MANTON,
Commanding U. S. Ship Relief, Port Royal Harbor.

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Truxtun, U. S. Navy, promising a steamer for the use of the latter.

FLAGSHIP WABASH,
Port Royal Harbor, February 3, 1862.

SIR: I have just received your dispatch of February 2, giving the information that the enemy appear to be gaining confidence, and have returned to South Edisto Island and Governor Aiken's plantation.

I will send you a steamer as soon as I can spare one. I am gratified to find that you are using all diligence and zeal in watching the movements of the enemy.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding TRUXTON,
Commanding U. S. Sloop Dale.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, urging vigilance in the maintenance of the blockade of Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, February 3, 1862.

SIR: I send the U. S. S. *Sumpter*, Lieutenant Commanding Pattison, to Charleston for blockading duty. You will please send the *Pocahontas* to this port immediately.

Is there any probability of running the blockade at Bull's Bay? If so, try to send a vessel there.

Please furnish Lieutenant Commanding Pattison with a list of suspected vessels, and add thereto the schooner *Success*, which has cleared from St. John's for Nassau and will be off the coast between the 4th and 8th of this month.

I will send you another vessel soon. Please use the utmost vigilance in maintaining the blockade, as I am much pressed by the Department on this subject for fear of foreign complications.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander E. G. PARROTT,
U. S. S. Augusta, Comdg. Blockading Force off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Pattison, U. S. Navy, commanding U. S. S. Sumpter, to report for duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, February 3, 1862.

SIR: You will please proceed with the U. S. S. *Sumpter* under your command to-morrow morning off Charleston and report to Commander Parrott for blockading duty.

Enclosed are certain papers for your consideration. Captain Parrott will furnish you with a list of vessels suspected of the intention to run the blockade.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding PATTISON,
U. S. S. Sumpter, Port Royal Harbor.

Report of Commander Parrott, U. S. Navy, senior officer off Charleston, regarding condition of affairs on that station.

U. S. S. AUGUSTA,
Off Charleston, S. C., February 4, 1862.

SIR: I send to Port Royal the *Pocahontas*, in compliance with your instructions just received by the *Sumpter*.

I have sent the *Restless* to blockade Bull's Bay, as the supplies of the *Roebuck* will enable her to remain here until some time in March.

We are all doing our best to "maintain the blockade." The other vessel which you propose sending me will, I think, make the number quite sufficient, at least until we have evidence of the use again by the insurgents of the southern channels. I purpose anchoring her to the southward and inshore of the *Roebuck*.

I have discovered no attempt to run the blockade. The French man-of-war dispatch vessel *Renaudin*, from Havana, anchored here on the 21st ultimo. She asked permission to communicate with the French consul and enquired if she would be allowed to visit Port Royal. I answered in the affirmative in both cases, but, the late gale coming on, she left without communicating. As she resembled very much the privateer *Sumter*, I took measures to identify her with certainty.

About 300 infantry and a company of cavalry are often seen drilling near Fort Moultrie. To-day three small steamers were employed in conveying troops from Fort Sumter to the city. They may be intended for reinforcements for Savannah.

A steam tug and a pilot boat have several times stood down the main ship channel along Morris Island and sent out boats to sound, keeping out of range. But as these demonstrations were conducted with ostentation and firing of guns, I have considered them a ruse to draw off our ships from the observation of the northern channels.

As we have had little occasion to move lately, I think our coal will still last some eight days.

I am, respectfully, your obedient servant,

[E. G. PARROTT,]
Commander and Senior Officer Present.

Flag-Officer DU PONT.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, forwarding consular information regarding the Confederate ship Wirtemberg.

NAVY DEPARTMENT, February 5, 1862.

SIR: I transmit herewith for your information a copy of a dispatch dated the 17th ultimo, received by the Secretary of State from the U. S. consul at Liverpool, relative to the ship *Wirtemberg*, then lying at Sunderland.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

U. S. CONSULATE,
Liverpool, January 17, 1862.

SIR: Referring to the information contained in my last, that two cases of rifled cannon had been sent by Fawcett & Preston, of this

town, to Sunderland, I have further to inform you that they arrived at their destination and were delivered to Mr. James Loring.

The vice-consul also states that there was a Southern ship lying at Sunderland called the *Wirtemberg*, which had come there from London without papers. I find by the records of this office that the ship *Wirtemberg* was here in November, 1860; was registered at New Orleans, and owned by persons residing there, and Taylor & Merrick, of New York, 839 tons.

Large quantities of muskets are being constantly sent to Africa. I notice that a great many rifles go also. It would not be an improbable thing for Southern agents to connect at some point and transship them to the South.

I am, very respectfully, your obedient servant,

THOS. H. DUDLEY,
U. S. Consul.

HON. W. H. SEWARD.

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Rhind, U. S. Navy, regarding the proposed occupation of North Edisto, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, February 5, 1862.

SIR: I herewith send you the mail for the *Crusader*. Owing to circumstances, I have not been able to send another vessel to North Edisto, but as soon as it is in my power to do so it shall be done.

In the meantime I desire that you will keep a close watch upon all movements of the enemy, and inform me of the condition of the contrabands of the colony on Botany Bay Island.

The possession of North Edisto is of great importance, and I have the pleasure of informing you that the commanding general will, in a short time, send a regiment there for future joint operations.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. C. RHIND,
Commanding U. S. S. *Crusader*.

Capture of the British schooner Mars, off Fernandina, Fla., February 5, 1862.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. *Keystone State*.

U. S. S. KEYSTONE STATE,
AMELIA ISLAND LIGHT-HOUSE,
N. W. $\frac{1}{2}$ W., $6\frac{1}{2}$ OR 7 MILES DISTANT,
Lat. $30^{\circ} 07' N.$, Long. $81^{\circ} 22' W.$, Wednesday, February 5, 1862.

SIR: I have to report making a schooner close into the land to the southward of Fernandina this morning at 8 o'clock, beating up toward Fernandina, and on nearing and firing a gun she hove about and stood toward me, hoisting British colors. When she hove about she was within 1 or 2 miles of the beach, and on boarding her she proved to be the British schooner *Mars*, of and for Halifax, [Nova Scotia], from Inagua, laden with salt. Crew, six in number, with one passenger,

Mr. Palmer Thomas. Regarding the proximity of the *Mars* to an insurrectionary port as very suspicious, and her master stating he was bound to Halifax, I had him brought on board, when he produced a letter from his owner directing him to proceed to the westward and communicate with some of the blockading vessels and ascertain if two Southern ports had been opened to foreign trade. I thought it advisable to put an officer (Acting Master Redman) and several of the crew of this vessel on board the *Mars* and refer her captain (he retaining command of his vessel) to yourself for the desired information, believing the letter and orders a subterfuge in the event of falling in with one of our cruisers. I have nothing of further interest to report. The *Mars* being the only vessel I have seen off this station, I trust my course with the *Mars* will meet with your approval. I am in hopes to be enabled to make my coal hold out two weeks from this date.

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

W. E. LE ROY.

Flag-Officer S. F. DUPONT,

Comdy. South Atlantic Blockading Squadron, Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, forwarding copy of charter party.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 9, 1862.

SIR: I have the honor to report that on the 5th of February Commander Le Roy, of the *Keystone State*, captured the British schooner *Mars* off Fernandina, laden with salt.

I forward herewith a copy of her charter party, which sufficiently indicates her intention of running the blockade.

She has been sent to New York under charge of Acting Master O. Redman, of the *Keystone State*, who has orders to deliver the papers and crew to the U. S. prize commissioners of New York.

Some money was found on board, consisting of notes on banks of South Carolina and Georgia, amounting to \$53; of certificates of deposit in the Mechanics' Loan and Saving Association, of Savannah, from 5 cents to 50 cents, amounting to \$6.25; of English silver, consisting of 1 English shilling, 10 English sixpence, 42 English threepence, 2 English one-and-a-half pence, and 1 dime and 1 half dime of American money.

Enclosed is a list of officers, etc., on board the *Keystone State* at the time of the capture.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, to dispatch the U. S. S. *Seneca* to Wall's Out, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 7, 1862.

SIR: On the receipt of this order you will please dispatch the gunboat *Seneca*, without delay, to report to Commander John Rodgers at

Wall's Out or Jones Island (Savannah River), in case Lieutenant Commanding Ammen has a pilot on board who can carry him there, through Tybee Road and Calibogue Sound, in which case he will report in passing to Commander Drayton by hail.

If without such pilot, he will repair immediately to this anchorage and report to me.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. P. GILLIS,
U. S. S. Seminole, Wassaw Sound.

Confidential.—I desire you to inform me what force will be sufficient to guard Wassaw Inlet [Sound] against any attempt of Commander Tattnall to convoy *Fingal* to sea during a temporary absence of a part of the present force.

S. F. DU PONT.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, regarding the probable strength of the enemy at Edisto, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 8, 1862.

GENERAL: I send the report just received from the commanding officer at Edisto, which I thought you would like to see. The officer off Stono reports the forts considerable there, as we knew, and from the number of houses thinks there are large garrisons about.

General, I have a favor to ask you. Can not the *Baltic* remain until Monday morning? It would be a great convenience to me to clear up my decks before leaving for No. 2.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

General SHERMAN,
Commanding Expeditionary Corps, Hilton Head.

Letter of Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding a battery in St. Augustine Creek, Georgia.

FEBRUARY 8, 1862.

COMMODORE: I will order the *Baltic* to remain until Monday.

Much obliged for Rhind's report, and will return it to-morrow.

The *Star of the South* went by accident (only think of it) to Wassaw, where I am very willing for her to be, but the *Ben De Ford* will start for North Edisto to-morrow forenoon.

They telegraph from Daufuskie this morning that the "gunboats found a rebel battery at St. Augustine Creek." First intimation I have had of their being in the river, and hardly believe it is so.

Very truly,

T. W. SHERMAN.

Flag-Officer S. F. DU PONT,
Commanding, etc.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, commanding U. S. S. Bienville, to proceed to blockade duty.

FLAGSHIP WABASH,

Port Royal Harbor, South Carolina, February 9, 1862.

SIR: You will please proceed with the *Bienville* under your command off Fernandina and St. Augustine for blockading duty.

I am induced to send you principally in consequence of the information contained in the enclosed extract from a communication made to me by Consul-General Shufeldt, at Havana, under date of the 4th instant.

Respectfully,

S. F. DU PONT,
Flag-Officer.

Commander O. STEEDMAN, U. S. Navy,
Commanding U. S. S. Bienville, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Upton, U. S. Navy, commanding U. S. storeship Release, to proceed to blockade duty in Wassaw Sound, Georgia.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 10, 1862.

SIR: You will please proceed with the *Release* under your command to Wassaw Inlet [Sound] and report to Commander Gillis, of the *Seminole*, for blockading duty in that harbor.

Mr. Godfrey, the pilot, will go down with you, to return in the *Potomska*. You will please see to this.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Volunteer Lieutenant UPTON,
Commanding U. S. Storeship Release, Port Royal.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, regarding orders issued to the U. S. storeship Release to join his command.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 10, 1862.

SIR: I have received your several communications of 23d January and 7th February. The accompanying reports will be forwarded to the Navy Department.

The storeship (armed) *Release* is ordered to report to you for blockading duty. Please give her a secure station and at the same time one that will make her somewhat imposing, to be looked out for, however, by the steamers in the harbor. Please send up the *Potomska* and Mr. Godfrey, the pilot, who goes in the *Release*, by her. You said the former wanted provisions.

You can send the sergeant of marines and firemen of your vessel, unless they are willing to remain.

Be careful about the accounts, as I am constantly pressed by the Department on this subject.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander GILLIS,
U. S. S. Seminole, Wassaw Inlet.

P. S.—I have just understood that there is a 12-pounder rifle howitzer on board the *Ellen*. Please have it transferred to the *Release* with the proper ammunition.

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Rhind, U. S. Navy, acknowledging report regarding the occupation of Edisto, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 10, 1862.

SIR: I have your interesting report of the 7th instant on your occupation of the waters of Edisto, and am much pleased with the energy of your supervision there.

A regiment leaves early in the morning for a military occupation. On which point they will land I have not been informed. So far the cooperation and harmony existing between the two arms of the service have been most satisfactory, and I am sure will be kept up so far as depends upon yourself.

I sent your dispatch to the commanding general, who kept it a couple of days, and I presume it assisted him in deciding where his force should be placed.

I am pleased to find that you are giving proper and kind attention to the contrabands. I will see the general as to removing them from Botany Bay Island.

Wherever the enemy occupy houses for resort or picket you are right in shelling them out and, if need be, burning down the buildings; but except from a military necessity I recommend sparing private property.

I regret your vessel is so unsuited by her draft for her service. I hope soon to send you a rifle gun, and have sent to-night on board the store-ship to see if I can not get for you a boat which will carry a 12-pound howitzer.

Orders have been issued to send you the 10-second shell.

Captain Boutelle goes to pilot in the transport and to buoy out the channel and make sailing directions for Edisto. He has a topographical chart of the district, which you will have an opportunity of consulting. I regret I have not one to send you.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. C. RHIND,
Commanding U. S. S. Crusader, North Edisto.

Detailed report of Rear-Admiral Du Pont, U. S. Navy, regarding affairs pertaining to his command.

Private and confidential.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 10, 1862.

MY DEAR SIR: Your last unofficial letter came safely; many thanks for it. I like to glean from such a little of the inside tone and temper

of the Department. I need hardly add how much I sympathize in the tremendous calls upon you, and what a hard master our public is to serve. The best way is not to think too much of what will please it, but to think of what is best, and what is duty. Now, for a few jottings, as you term them.

1st. We are stinted in coal and ammunition, and I am indebted 1,600 tons to General Sherman.

2d I am anxious about the *Vermont*. You left too many tanks in her; 10,000 gallons as a reservoir would have been sufficient. Tell the officer to wait outside until I send proper pilots and choose the time of tide. I am sorry you gave her to a victim. I hope you are not going to permit women to come along.

3d. Davis will leave by next steamer, or very soon, as soon as we dispose of No. 2, as we call it, though I think our press has prepared for us much trouble below.

4th. We have stirred them up beyond measure here. Robert Lee and Drayton and poor old Tattnall and Hartstone—the latter stationed up a tree on Colleton Neck to watch my movements—have all been flying about like moths around a lamp.

5th. Seven gunboats, including the four regulars, are trying to get in Savannah River under John Rodgers, guarding the soldiers who are putting up a battery on Jones Island, a work I think well of, except for the delay and the absorption of my force in guarding troops. Worst of all, I must have my regular gunboats and regular officers, and yet to leave only volunteer people with "*Western Worlds*" and "*Merry Andrews*" makes me quake; but I shall be absent a precious short time. The weather is bad and unsettled yet.

6th. The return of *Savannah* and *St. Lawrence*, I think, may give you aid; the crew of the latter would do to send to Foote. You will find in history not many generals or admirals who have volunteered to part with a portion of their force, but I really thought these ships were wasted here and I brought myself up to the scratch of remembering that I had captured Port Royal with 134 guns, while I had outside some 163 guns belonging to my command.

In this connection let me remind you—not to complain, but to keep myself right—that of the five screw frigates I have one; that of the six first-class sloops I have not one; that of the four side-wheels I have one; that of the eight second-class sloops (screws) I have four, but two of them are the smallest and most worthless of the lot, *Pocahontas* and *Seminole* (Balch makes up a great deal, it is true, for the lameness of the former; he is a fine and brave officer); and four regular gunboats. So you will perceive I have ten built men-of-war in my squadron (nine only, in fact, for the *Pocahontas* can not be called one). Where I am going I can not but feel the need of more of the *Mohican* class, and one of the *Brooklyn* class, at least.

7th. Resignations of young engineers and acting masters come in occasionally. I dissuade and do the best I can. The Department's orders are excellent on that head, and I listen to no applications for leave of absence.

8th. Dispatched *Bienville* yesterday off St. Augustine, in addition to *Keystone State*, to watch *Miramón*, with powder, gone to Nassau, New Providence, to renew register. Letter about her yesterday from Shufeldt.

9th. Take care about changing officers or withdrawing them; we are very low. It is like changing front before an enemy. These men should be relieved and not called home.

10th. Take care of the Academy. Do not call away another class, or you will leave it an A B C school; been written to about this.

11th. Please let me know how acting masters should rank when they come in contact with midshipmen acting masters. I had to decide a case on board *Flag* yesterday. The midshipman acting master (Weidman) is a superior gunnery and drill officer. The acting master (Warren) superior as a seaman and in date. I decided on the merits of the case and the necessity of the moment and gave it to the latter, but I go for putting all the regular officers now in service in advance of the outside appointments, for gunnery is more than seamanship in a steam navy.

12th. My friend, I do not like the looks of things abroad in spite of the settlement. So soon as your gunboats and present steamers are done, we shall have enough for this rebellion. The nation should rouse itself and prepare against foreign interference, clad ship, etc. Every man should live on one-half his means for five years, all except the man who labors for his daily food, until the country is in state of defense, and I would show John Bull and Johnny Crapaud whether I would do what I pleased with our own harbors by closing one entrance to New York and rendering the other impregnable, and so on along the coast. Our independence and nationality are in danger. For God's sake, drop the negro question. It is dying of inanition without any necessity to place ourselves legally and constitutionally wrong, thereby offending our weaker brethren. Let us save the country first from enemies within and without.

I am much interested in the contrabands within our lines. They tell me there are from eight to ten thousand. They are daily increasing at Edisto, and I have induced the general to send a regiment to Edisto. I look for great work there when we get through with No. 2.

But the contraband question is a very intricate one; how to employ them, who is to control, what positions are they to have, what authority to be given those who work them? The various so-called agents who come down here—more or less accredited—the collectors of cotton, collectors of negro statistics, the people of God, the best of the party who want to establish schools, do not all agree. Then we have the philanthropic newspaper correspondents, whose special happiness seems to be to abuse a general, who, surrounded with extreme difficulties, is doing his best to overcome them. One thing is certain, that while the most rabid abolitionist has not exaggerated their degraded condition, the transition state has not improved it. In England (I hate to quote her now for anything) a commission would be appointed by Parliament of wise, unprejudiced, disinterested, and practical individuals to examine and report.

Governor Fish and good Bishop Ames had better be sent here than on a very doubtful mission to Richmond.

Do not mistake from my using the word "contraband" the relatively few who happen to be employed by the Government and the negro population on the plantations who are without work.

The *Hartford* called and passed on, but Davis will post you up about her. Do not fail to ask him.

My warm regards to Mr. Welles.

Yours, respectfully,

S. F. DU PONT.

G. V. FOX,

Assistant Secretary of the Navy, Washington.

Letter from the U. S. consul at St. John, New Brunswick, to the Secretary of the Navy, regarding the schooners Fair Play and Success.

CONSULATE U. S. A.,
St. John, New Brunswick, February 12, 1862.

SIR: I beg leave to inform you that a small English schooner, about 60 tons burden, called the *Fair Play* (Thayer, master), cleared from this port for Nassau, New Providence, having on board sundry articles, in part contraband of war. In my opinion she will attempt to break the blockade off coast of South Carolina or Florida between the 24th and 28th February.

I am happy to inform the Department that the schooner *Success*, described in my last dispatch, has not been a "success," but that after being ten days out, she put back with a ruined cargo and frost-bitten crew. No vessel has yet succeeded in breaking the blockade which has sailed from this port since my arrival.

With high consideration, I remain, your obedient servant,

J. Q. HOWARD,
U. S. Consul.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Parrott, U. S. Navy, transmitting report regarding the grounding of the U. S. S. Huron.

U. S. S. AUGUSTA,
Off Charleston, February 12, 1862.

SIR: Yesterday morning a boat came to me from the U. S. gunboat *Huron*, Lieutenant Commanding John Downes, bringing information that that vessel had run on shore about 2 miles N. E. of Cape Romain light on the morning of the 10th (about the time of high water).

I have the honor to enclose a copy of Lieutenant Commanding Downes' letter.

I immediately sent the *Penguin* to his assistance, with an extra supply of hawsers, etc., and wrote that I considered the chances of an attack upon his vessel remote, and that although to be guarded against, the work of getting afloat should not be embarrassed by them, and that the sails which he saw were probably commercial, engaged in the inland coastwise navigation. His position is nearly in the track of this commerce.

I also informed him of the vicinity of the bark *Restless* at Bull's Bay, and also of a Government bark and probably a steamer off Georgetown.

I then proceeded in this vessel off Stono, and having concluded there was no evidence of an immediate attempt to run the blockade from that place (there was a river steamer there which appeared to be in attendance on the forts and was unfit, I thought, for a sea voyage), I took the *Flambeau* off Charleston to assist in the blockade there during the early and middle part of the night, and she left so as to be near Cape Romain at daylight this morning.

I have ordered that either the *Penguin* or the *Flambeau* must be back off Charleston by sunset to-night, and I have requested and directed Lieutenant Commanding Downes not to interfere with these orders except for the most urgent reasons.

I am informed there is an encampment of insurgents in sight of the *Huron*.

I shall run down off North Edisto to-day for the purpose of sending this communication.

I am, very respectfully, your obedient servant,

[E. G. PARROTT,]

Commander.

Flag-Officer [S. F. DU PONT].

[Enclosure.]

U. S. GUNBOAT HURON,

Cape Romain Shoal, February 10, 1862.

SIR: I have dispatched Acting Master Baldwin to inform the commander of the first man-of-war he meets of my distressed condition. He will inform you of all the circumstances and of the assistance I require. As I am near the shore and have probably been observed, it is possible that I may be carried by boarding during the night. If possible, after making what defense I can, I shall spike my guns and thus make her helpless to resist your attack, should you be disposed to attempt a recapture. When you appear off this place and signalize by firing a gun, I will hoist the colors at the peak and the cornet at the fore if all is right.

Perhaps I may get off during the night. In that case I shall proceed off Charleston and there pick up my officer.

Respectfully, etc.,

JOHN DOWNES,

Lieutenant, Commanding.

Report of Lieutenant Downes, U. S. Navy, commanding U. S. S. Huron, regarding the grounding of that vessel.

U. S. GUNBOAT HURON,

Port Royal, February 13, 1862.

SIR: I regret to have to inform you that the *Huron*, under my command, touched upon the flats off Cape Romain on the night of the 10th instant, in consequence of a considerable error in my compasses and the imperfection of the chart by which I was running; and that, in order to get her off, I have been obliged to sacrifice certain portions of my outfit, of which I enclose you a list. In the sacrifice of my stores I beg leave to assure the Department that I used great caution, as I only threw over what I found from the experience of one tide was absolutely necessary to lighten the ship, in order to float her at the highest water, at which state of the tide she grounded. One of the articles of outfit thrown over was the starboard chain, which I buoyed, in hopes of regaining it; but, unfortunately, the buoy rope caught my propeller during its revolutions, and before stopping the engine, had taken six turns of the chain, which I found it necessary to seek this port, in tow of the steamer *Flambeau*, to clear. With this exception, I have the pleasure of informing the Department that I succeeded in warping the *Huron* off the flats without injury, and with no other disabling cause from proceeding on her cruise.

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

JOHN DOWNES,

Lieutenant, Commanding.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Commander Parrott, U. S. Navy, to Acting Lieutenant Budd, U. S. Navy, commending his prompt action in the relief of the U. S. S. Huron.

U. S. S. AUGUSTA,
Off Charleston, February 15, 1862.

DEAR SIR: A communication from Flag-Officer Du Pont, which I have just received, has added to it as a postscript in his own handwriting the following message to yourself:

I will thank you to convey to Lieutenant Commanding Budd my appreciation of his services to the *Huron*.

Though the commendation of the flag-officer is in itself of course sufficient, yet I think it right for me to add that I feel great pleasure in conveying it to you, because the alacrity and zeal with which you went to the assistance of the *Huron* gave the assurance, which was then very comforting to me, that everything which it was possible for you and your vessel to do would be done to extricate her from her very perilous position.

I am, respectfully, your obedient servant,

E. G. PARROTT,
Commander and Senior Officer Present.

Acting Lieutenant Commanding THOMAS A. BUDD,
U. S. S. Penguin.

Report of Commander Parrott, U. S. Navy, regarding the arrival of the U. S. S. Huron off Charleston, S. C.

U. S. S. AUGUSTA,
Off Charleston, February 13, 1862.

SIR: I have the honor to report that the U. S. gunboat *Huron* arrived off this place yesterday evening in tow of the *Penguin*, having fortunately been gotten off from the shoals of Cape Romain. As her propeller had a turn of her chain round it, and a portion of the chain dragging, and as the wind was ahead, I thought it my duty to direct the *Flambeau* to tow her to Port Royal.

I hope, sir, my action in the case will receive your approbation.

A steamer, which we believe to be the *Ella Warley*, is inside, and since our arrival here has been watching a chance to escape. We are the only vessel present fast enough to catch her. We have 50 tons of coal left; we were allowed to take only 100 tons when last at Port Royal.

I shall remain here up to the last possible moment, and I should be glad to receive your orders in the case.

We burn between 2 and 3 tons daily when at anchor, but much more when there is any work to do.

I am, very respectfully, your obedient servant.

[E. G. PARROTT,
Commander and Senior Officer Present.]

Flag-Officer [S. F. DU PONT].

Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, giving information obtained from contrabands regarding vessels engaged in trade with Charleston, S. C.

U. S. BARK RESTLESS,
Off Bull's Bay, February 13, 1862.

SIR: I have the honor to report that on the morning of the 11th instant we discovered a small sail coming out of Bull's Bay and making for the ship, which, on coming alongside, proved to be a yawl boat containing two contrabands.

Their names are Harry Reed and William Maxwell; were owned by Mrs. Ferguson, of Summerville, S. C., and hired to Captain Francis Roberts, of the schooner *Theodore Stoney*, from which they effected their escape.

Said schooner had loaded with 2,500 bushels of rice at Santee for Charleston, drawing, when loaded, 6 feet of water.

Said boys seem quite intelligent, and from them I have elicited many facts, some of which I herewith present to you.

They report that there are some twenty-five schooners and sloops engaged in this trade, taking supplies to Charleston.

By this inland communication they are enabled to go to Santee and Georgetown from Charleston.

From our anchorage we see daily from three to four vessels continually passing backwards and forwards.

As these boys report that there is sufficient depth of water for all inland navigation, I would respectfully suggest the propriety of sending a small steam tug, of light draft, by which we could effectually cut off this source of supplies.

It is to us exceedingly tantalizing to see these vessels continually passing and repassing and we unable to interrupt them in the least, not being able to get within 4 or 5 miles of them safely with the ship, and only having two common merchant ship boats.

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

EDW. CONROY,
Acting Volunteer Lieutenant, Commanding.

Commander E. G. PARROTT, U. S. Navy,
Commanding U. S. S. *Augusta*, off Charleston, S. C.

[Enclosure.]

Market prices in Charleston, S. C.

Homespun pants..... per pair..	\$6.00	Sugar, light brown .. per pound..	\$0.90
Common shoes..... do.....	5.00	Sugar, dark brown .. do.....	.75
Coffee..... per pound..	1.40	Molasses .. per gallon..	1.30
Tea..... do.....	3.00	Flour .. per barrel..	25.00
Butter .. do.....	1.30	Salt .. per peck..	5.00
Bacon .. do.....	.75	Rice..... per pound..	.18
Corn beef .. do.....	.40	Black pepper..... per pound..	.75
Lard .. do.....	.60	Gin .. per gallon..	5.00
Tobacco .. do.....	.18	Whisky (common)..... do.....	3.00

General order of Flag-Officer Du Pont, U. S. Navy, forbidding the publication of information regarding movements of the naval force.

GENERAL ORDERS, } FLAGSHIP WABASH,
No. 8. } Port Royal Harbor, S. C., February 13, 1862.

Nothing in the suppression of this rebellion has been more difficult to contend with than information conveyed to the enemy of projected

movements, sometimes by individuals holding places of trust, who have unexpectedly proved to be correspondents of the press, and not infrequently by the publication of private letters.

A recent glaring instance of the former in my own command has led to my asking the Navy Department to issue a general order on this subject.

Until this order is promulgated I hereby enjoin it upon every officer and man in this fleet to avoid such a violation of military propriety and of the dictates of an honest patriotism; for, whether intended or not, the result of the practice is to give aid and comfort to the enemy.

This general order will be read at muster on board of every vessel in the fleet.

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Destruction of a sloop and three schooners in Bull's Bay, South Carolina, by boat expedition from the U. S. bark Restless, February 13, 14, 1862.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting additional reports.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 24, 1862.

SIR: I have the honor to forward an interesting report of Acting Volunteer Lieutenant E. Conroy, commanding the armed bark *Restless*, made to Commander Parrott, of the *Augusta*, under the date of the 15th instant, detailing the destruction in Bull's Bay, by the armed boats of that vessel, of a sloop and three schooners loaded with rice.

I have, in a communication to Acting Volunteer Lieutenant Conroy, expressed my commendation for the discretion and skill displayed by him in planning and executing this expedition and my approbation of the conduct of Acting Masters' Mates Henry Eason and J. Walter Mackie.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. bark *Restless*.

U. S. BARK RESTLESS,
Off Bull's Bay, South Carolina, February 15, 1862.

SIR: I have the honor to report that on the 13th instant, about 11 o'clock a. m., we discovered a vessel ashore on a shoal in Bull's Bay.

I sent two armed boats in for the purpose of reconnoitering and if possible to bring her off.

On boarding they found her to be a very old and worthless craft, without a cargo, and only four negroes on board.

While on board the sloop they discovered three vessels lying at an anchor inside the shoals, apparently laden with rice, etc.

After the boats returned and the circumstance was reported to me I thought, if possible, to cut these vessels out or destroy them.

At 1:30 a. m. on the 14th instant I sent another armed boat with orders to cut these vessels out or destroy them.

There not being enough wind all day to bring these vessels out, they were destroyed after dark, and their flags, papers, and arms taken in the boat and brought off, with two prisoners.

The following are the names of the vessels destroyed, with their cargoes, which consisted of rice, for the city of Charleston:

Sloop *Edisto*, 1,600 bushels rice, sunk.

Schooner *Wandoo*, 1,800 bushels rice, sunk.

Schooner *Elizabeth*, 1,800 bushels rice, sunk.

Schooner *Theodore Stoney*, 2,500 bushels rice, burned.

The schooner *Theodore Stoney* was a fine craft of 54 tons, but could not be gotten out, as there was a battery of three guns near her anchorage, and consequently she was burned.

Their respective crews were all foreigners and negroes, and not having room enough in the boat to bring them off they were set ashore and allowed to retain their personal effects, except arms.

Not knowing what disposition is to be made of the prisoners, I have sent them to you.

I also send you a rebel flag with the request to forward the same, with my compliments, to the flag-officer.

In closing, I feel it my duty to mention the efficient manner in which my orders were carried out by Acting Masters' Mates Henry Eason and J. Walter Mackie and to call your attention to the same.

Enclosed I transmit the papers of the destroyed vessels.

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

EDWARD CONROY,

Acting Volunteer Lieutenant, Commanding.

Commander E. G. PARROTT, U. S. Navy,

Comdg. U. S. S. Augusta, Bldg. Squadron, off Charleston, S. C.

Report of Commander Parrott, U. S. Navy, senior officer off Charleston, S. C.

U. S. S. AUGUSTA,
Off Charleston, February 23, 1862.

SIR: On the 16th instant a boat from the U. S. bark *Restless*, stationed off Bull's Bay, arrived here. From communications from Lieutenant Commanding Conroy (copies of which I have the honor to enclose), and from the officer in charge of the boat, I learn the following facts:

On the 11th instant a boat with two contrabands from the schooner *Theodore Stoney*, engaged in the inland navigation, came off to the *Restless*. On the 13th a sloop was discovered on the outer shoals of the bay. Two armed boats were sent to her. She was found to be "old and worthless, without cargo," with a crew of four negroes, and was allowed to proceed. From her other vessels were seen at anchor inside the shoals, in the N. N. W. part of the bay.

In consequence of this and of information received from her crew and the contrabands Lieutenant Commanding Conroy sent an armed boat to cut them out, which left at 1:30 on the morning of the 14th. The expedition was very successful, and resulted in the destruction of the sloop *Edisto* and the schooners *Wandoo*, *Elizabeth*, and *Theodore Stoney*, with their cargoes of rice. Want of wind, and the shoals, and the neighborhood of a battery, made the efforts to bring them off unsuccessful. They were from the Santee rivers, and bound to Charleston.

The *Theodore Stoney* (of 54 tons), from which the contrabands had escaped, was the largest vessel captured. One of her owners and the nephew of another, who, having heard of their escape, were on the way in a boat from Charleston to her assistance, were captured. The crews were allowed to go on shore, but these two persons were brought off and have been sent to me. A rebel flag is also sent by Lieutenant Commanding Conroy for presentation to yourself, which I have the honor now to forward.

I have written to him that the expedition appears to have been boldly, skillfully, and prudently planned and executed, and have congratulated him on his success, and the blow thus given to the rebel inland navigation in his neighborhood. I have requested him to express to Acting Master's Mates Henry Eason and J. Walter Mackie, the officers of the boat, my appreciation of their services, and have said I felt sure you would be much pleased to hear of his success and would confirm my commendation, which I hope you will consider it proper to do.

But in another communication I found a little fault with him for risking his boat so far as this place, even to bring her very good news, and obliging me to return her by a steamer; also for not destroying the first vessel boarded.

Four hundred men were said to be near a battery in the N. N. W. part of the bay, and another was reported farther to the north having 30 men. The batteries on Bull's Island, the prisoners thought, were abandoned and the guns taken away.

A steamer of light draft and heavy battery lying inside would stop this inland navigation, but she would be near the highlands of Bull's Island and liable to receive a plunging fire of musketry, and perhaps artillery, unless the northern end of the island were also occupied.

The prisoners think there are 70,000 troops available for the defense of Charleston, and say so many have come in from the country that the city troops have been allowed to go home. They say the new gunboats have men and guns, but neither masts nor engines, and that the only vessel now building is a river steamer.

From the circumstances attending their capture, and their occupations, I suppose they could properly be either retained as prisoners of war or released. I send them by the *Penguin* to Port Royal, and have the honor to enclose the papers of the captured vessels.

The coal schooner brings only 80 tons of coal instead of 140, as we supposed, and can give us but 55 tons, requiring the rest for ballast. This dearth of coal makes us more inactive than we would wish to be. We saw nothing of the *Connecticut*.

I am, very respectfully, your obedient servant,

E. G. PARROTT,

Commander and Senior Officer Present.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, forwarding commendatory letter to the commanding officer of the U. S. bark *Restless*.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 21, 1862.

SIR: I have to acknowledge your communication of the 23d instant, received to-day by the *Penguin*, with copies of two reports made to you by Acting Volunteer Lieutenant Conroy, commanding the bark *Restless*, and have to thank you for the interesting information conveyed therein.

The expedition of Lieutenant Conroy appears to have been well planned and executed and deserving of commendation and the conduct of Acting Master's Mates Henry Eason and J. Walter Mackie worthy of the approbation of their commanding officers. I have so expressed myself in the enclosed communication to Acting Volunteer Lieutenant Conroy, which you will please forward.

As soon as I return from my expedition southward I will look after Bull's Bay and put an end, if possible, to the inland communication referred to in your dispatch, but at present can not spare any vessel of light draft for that purpose. I will send you a supply of coal, if any arrives here, at the same time.

Expressing my entire approbation of the vigilance and zeal you have displayed in your present position, I am, sir, respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander E. G. PARROTT,
U. S. S. Augusta, Comdg. Blockading Force off Charleston.

[Enclosure.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 24, 1862.

SIR: I have received through Commander Parrott copies of two interesting reports made to him, dated, respectively, the 13th and 15th instant, one referring to the escape of two contrabands and giving items of intelligence obtained from them, and the other to the destruction in Bull's Bay of the sloop *Edisto* and the schooners *Wandoo*, *Elizabeth*, and *Theodore Stoney*, with their cargoes of rice, by all the armed boats of your vessel.

You will please receive my commendation for the discretion and skill displayed by you in planning and executing this expedition, evincing much coolness and courage, and you will at the same time express my approbation of the conduct of Acting Master's Mates Henry Eason and J. Walter Mackie, who so successfully carried out your orders.

I have also to thank you for the Confederate flag forwarded by you through Commander Parrott.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Volunteer Lieutenant E. CONROY,
Commanding U. S. Armed Bark Restless, Bull's Bay.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, commending the conduct of the officers of the U. S. bark *Restless*.

NAVY DEPARTMENT, *March 14, 1862.*

SIR: Your letter of the 24th ultimo, enclosing a report of Acting Volunteer Lieutenant E. Conroy, commanding U. S. bark *Restless*, of the destruction in Bull's Bay by the armed boats of that vessel of a sloop and three schooners loaded with rice, has been received. The success of the expedition is most creditable to Lieutenant Conroy, and you have but anticipated the Department in expressing commendation for his discretion and skill, and approbation of the conduct of Acting Master's Mates Henry Eason and J. Walter Mackie.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, commending his course in the case of the U. S. S. Huron.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 14, 1862.

SIR: I have to acknowledge the receipt of your communication by the *Bibb* in relation to the assistance you gave to the gunboat *Huron* while ashore off Cape Romain; also your dispatch of the 13th in reference to sending the *Huron* to Port Royal in tow of *Flambeau*.

I not only approve, but commend your zeal and judicious course on the occasion.

In reference to other points in your report, I desire also to express my commendation of the earnestness with which you are attending to the strict blockade of Charleston and its contiguous inlets. At this particular juncture in our international affairs, the escape of the *Isabel* would be considered a grave matter. I therefore earnestly desire that there may be no relaxation in your efforts.

I am fully aware how very difficult it is to prevent the egress of a vessel from Charleston; none, I think, will ever venture to return there; the *Isabel* has been an exception heretofore.

I send the *Flambeau* to report to you, and you will dispose of her to the best of your judgment.

Please not to leave the station yourself. I will send you coal. I have seven gunboats at Wall's Out which I can not disentangle from the army.

A contraband on board tells me the *Isabel* can not get from Charleston into Stono, even if she could get over the bar of the latter inlet. Lieutenant-Commander Upshur thinks there is as much as 12 or 13 feet of water on that bar at high water; contraband says only 8.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander E. G. PARROTT,
U. S. S. *Augusta*, Comdg. Blockading Force off Charleston.

P. S.—I send you a printed list of suspected vessels, adding thereto the names of several reported to me since the list was printed. You will please furnish the other ships of your force with the additional list, which is in writing, and distribute the enclosed general orders.

S. F. DU PONT.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Upshur, U. S. Navy, commanding U. S. S. Flambeau, to proceed to duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 14, 1862.

SIR: You will please proceed with the *Flambeau* under your command off Charleston Bar and report to Commander E. G. Parrott, of the U. S. S. *Augusta*.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. H. UPSHUR,
Commanding U. S. S. *Flambeau*, Port Royal Harbor.

Letter from the Secretary of the Navy to the Secretary of State, forwarding information regarding the extent of the obstructions in the approaches to Charleston, S. C.

NAVY DEPARTMENT, *February 17, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of the 14th instant, requesting information as "to the extent to which the entrances to the port of Charleston may have been obstructed by the sinking of vessels," and in compliance therewith to transmit to you the accompanying copies of dispatches and their enclosures, received from Flag-Officer Saml. F. Du Pont, relative to the sinking of the two stone fleets on Charleston Bar. The first fleet, sunk in the main channel, consisted of sixteen vessels; the second fleet, sunk in Maffitt's Channel, of about twenty vessels, the majority of which range from 250 to 400 tons.

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

GIDEON WELLES.

HON. WILLIAM H. SEWARD,
Secretary of State.

Order of the Secretary of the Navy to Commander Baldwin, U. S. Navy, commanding U. S. ship Vermont, to proceed to Port Royal, S. C.

NAVY DEPARTMENT, *February 17, 1862.*

SIR: Proceed with the U. S. ship *Vermont* to Port Royal, S. C., and report to Flag-Officer S. F. Du Pont.* The steamer *Kensington* has orders to accompany the *Vermont*, and, when you think expedient, to tow her. Transmit to the Department a muster roll of the crew and a separate list of the officers of the *Vermont* before sailing from Boston.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander A. S. BALDWIN,
Commanding U. S. Ship Vermont, Boston

Report of Commander Gillis, U. S. Navy, forwarding information obtained from a deserter regarding the defenses of Savannah, Ga.

U. S. S. SEMINOLE,

Wilmington River, Georgia, Monday, February 17, 1862.

SIR: This afternoon we picked up a canoe containing a white boy, dressed in gray uniform, and, according to his own statement, a deserter from the Georgia volunteers.

He gave his name as James Glenn, parents residing in New York, originally from Manchester, England. He ran away from his trade in New York two years ago, since when he has been employed in or near Savannah, Ga.

He enlisted for six months and has served with the rebel forces at Thunderbolt, Tybee, and Skiddaway. His term of enlistment having expired he was anxious to leave, but his officers were endeavoring to make him enlist for the war. All of the six-months men are dissatisfied from the same cause. Glenn left Skiddaway battery on Friday

* See Series I, volume 1, pp. 335-352, for correspondence relative to the search for the U. S. ship *Vermont*.

noon, 13th instant, and went up as far as Savannah, being unable to obtain a canoe.

Upon his representation that he had lost his pass he procured one to return to the battery and then left Savannah on Sunday morning (yesterday), having obtained a canoe. He made his way through the marsh creeks until this afternoon, when picked up by a boat sent from this ship.

He reports very few soldiers now in Savannah, but many outside the city and on the roads. Orders had been issued not to allow anyone, old or young, to leave who could help in defending the city, where they were expecting and preparing for an attack. All valuables, provisions, cotton, and grain had been removed back into the country.

They are at work strengthening both Thunderbolt and Skiddaway batteries and have built a masked battery, mounting five guns, about 50 yards below Fort Jackson, on the opposite or north side of the river, in a marshy, bushy place. Sand hills have been thrown to cover rifle-men along the approaches to the city.

They are daily expecting an attack from us at Skiddaway battery, where they have 10 guns mounted in three batteries, viz, one of 6 guns, caliber unknown; another of 2 42-pounders, and the third mounting 1 rifled cannon and 1 columbiad, with 300 men.

The *Fingal* has been purchased, and they are now fitting her out for a man-of-war, nine guns to be mounted on her, and she will be made the flagship of Commodore Tattnall.

He reports the *Ida* taken up to Savannah the day after she passed through Lazaretto Creek; she was run ashore by our boats and deserted by her crew; they sent down for her from Savannah.

19th.—I have sent the *Ellen* to guard the passage from Freeborn's Out, through Lazaretto Creek, to Savannah River, directing Captain Budd to seize anything attempting to pass that way. Shall I sink one of the stone hulks at entrance of the creek?

Respectfully, sir, your obedient servant,

JNO. P. GILLIS,

Commander, Comdg. Naval Forces, Wassaw Sound, Georgia.

Flag-Officer S. F. DU PONT, U. S. Navy,

Comdg. Southern Blockading Squadron, Port Royal Harbor, S. C.

21st.—Quite a sensation was created at Tybee yesterday by the anchorage of the *Ellen* at the mouth of Lazaretto Creek. A dispatch was forwarded to me saying she was a secesh steamer, the flagship of Commodore Tattnall, aground, with a white flag flying. The commander of the *Ellen* writes me last evening that the navigation of Lazaretto Creek is commanded by our pickets under Colonel Rosa, who are throwing up intrenchments on a small island near its western mouth; all boat intercourse can be stopped now by them, and in six or eight days, when guns will be in position, the passage of steamers will be stopped. A boom also is to be placed across the creek.

Respectfully, your obedient servant,

JNO. P. GILLIS,

Commander.

[Enclosure.]

For 1 day. }
No. 97. }

OGLETHORPE BARRACKS,
Savannah, Ga., February 16, 1862.

Private J. Glenn, City Light Guard, Company O, First Volunteer Regiment, Georgia, C. S. Army, is authorized to pass the guards and

sentinels on picket duty around the city, in the direction of Skiddaway, by public roads, on his statement hereby made that he is on lawful business. A violation of this permission will subject the offender to be dealt with by the military authority.

WM. S. ROCKWELL,
Lieut. Col. Vol. Regiment, Georgia, C. S. Army, Comdg. Post.

Order of the Secretary of the Navy to Acting Master Shankland, U. S. Navy, commanding U. S. S. Currituck, to proceed to Port Royal, S. C.

NAVY DEPARTMENT, *February 18, 1862.*

SIR: Proceed with the U. S. S. *Currituck*, as soon as she is ready for sea, to Port Royal, S. C., and report to Flag-Officer Samuel F. Du Pont for duty in the South Atlantic Blockading Squadron.

Transmit to the Department before sailing a muster roll of the crew and a separate list of the officers of the *Currituck*.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Master W. F. SHANKLAND, U. S. Navy,
Commanding U. S. S. Currituck, New York.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Budd, U. S. Navy, to proceed to Tybee Roads as bearer of dispatches.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 18, 1862.

SIR: You will please proceed with the *Ellen* under your command to Tybee Roads, reporting to Commander Drayton, and delivering such dispatches and packages as you may have on board for the vessels there.

You will then proceed to Wassaw Sound and report to Commander Gillis, of the U. S. S. *Seminole*.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master W. BUDD,
Commanding U. S. S. Ellen, Port Royal.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting consular information regarding the steamer Economist.

NAVY DEPARTMENT, *February 19, 1862.*

SIR: I transmit herewith for your information a copy of dispatch No. 10, received by the Secretary of State from the U. S. consul at London, giving additional particulars of the steamer *Economist*.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

No. 10.]

U. S. CONSULATE,
London, January 29, 1862.

SIR: The iron screw steamer, the *Economist*, the particulars of which I forwarded in my dispatch of the 24th instant, No. 8, went down to

Purfleet, 15 miles below London, on Saturday last, and took in several scow loads of powder and put to sea on Monday or Tuesday. It is said she will go to Nassau, where her cargo will be transhipped for Southern ports in small steamers and sailing craft, regular lines of which they here inform us are established, many of them sailing under the British flag.

I am assured by those who are in a position to know that she was purchased and is now owned by the Confederates. Her cargo is valued at \$500,000, and is without doubt all destined for the insurgent States. One other steamer with a similar cargo left this country for the same destination last week. I have not yet been able to learn the particulars, but may gather something in relation to her by Saturday next. The *Economist* is 900 tons, and was built in 1860, and is classed at Lloyd's as A 1 for twelve years. She is called a very good vessel.

I am, sir, etc.,

F. H. MORSE,
Consul.

P. S.—The *Economist*, after taking in half her powder, drew 12 feet water forward and 14 feet aft.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the return of the steamer Ida to Savannah through Wilmington Narrows.

HEADQUARTERS EXPEDITIONARY CORPS,
Port Royal, S. C., February 19, 1862.

COMMODORE: On the 26th of January I informed you of our inability to provide the means of landing the forces to be sent with the expedition. As I have received no reply to that communication,* and as I am in great doubt whether you intend to furnish the means, you must excuse me, commodore, for again soliciting a reply to my communication of the 26th ultimo.

I have ascertained that the *Ida* got through to Savannah by Lazaretto Creek and Wilmington Narrows—a fact established that I was not before aware of—that gunboats can come down through there and take our batteries in Savannah River almost in reverse. This will give me a great deal of trouble at a time when least expected. I am taking measures to blockade that passageway to the best of our ability.

Very respectfully and truly,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron, Wabash.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, regarding cooperative action in landing troops.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 19, 1862.

GENERAL: I dismissed the messenger who brought your note of this morning and ordered my barge, meaning to answer your inquiries in

* See p. 526.

person and to communicate to you some interesting details concerning our future movements, but the heavy mist and the want of a tug to take me over oblige me, after all, to resort to this less satisfactory mode of intercourse. I hope, however, to see you soon.

I have, perhaps, to blame myself for not making a formal reply to your letter of the 26th ultimo, concerning the boats for landing, though, if I remember aright, the subject has not been omitted in our personal interviews. I will take this occasion to say officially that it has always been my intention to give you the use of all the boats of the squadron for landing your troops, and to make this operation in every way easy and secure by the means in my own hands, though I have certainly hoped that before this the boats for which you made a requisition would have been furnished.

I have to communicate to you a new project for landing the troops which will very much lessen the difficulties, provided you find no objection to its adoption.

Will the two hulks in Wassaw Sound be useful to you in the contemplated blockade of Lazaretto passage? If so, they are entirely at your service. But I hope to see you to-morrow.

Very truly, yours,

S. F. DU PONT,
Flag-Officer.

Brigadier-General T. W. SHERMAN,
Commanding Expeditionary Corps, Hilton Head.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, referring to the closing of Lazaretto Creek.

PORT ROYAL, S. C., February 19, 1862.

COMMODORE: General Gillmore has gone down to put up a boom, but I think the hulks might be found preferable. It would be necessary to examine the river first and see. I am very much obliged to you for the suggestion and the offer.

Major Beard, our saw-pile machinist, is on the Savannah River, and, I believe, on some important work. I know of no other one who can make the machine, but will try and ascertain.

Yours, very truly,

T. W. SHERMAN.

Flag-Officer S. F. DU PONT,
Commanding, etc., Wabash.

Report of Commander Drayton, U. S. Navy, regarding the insufficiency of the U. S. ship Vandalia for the protection of Tybee.

U. S. S. PAWNEE,
Tybee Roads, February —, [1862].

MY DEAR COMMODORE: The condenser has been put in order, and I am quite ready for any service, either ashore or afloat.

I do not know what to say about leaving the *Vandalia* alone here for a week. So far as regards herself she would be quite safe from attack, but could scarcely prevent steamers from either running in or out, and the *Fingal* might possibly venture, although I doubt a decision being

come to on the subject in so short a time as you mention. So far as protection afforded to the soldiers, she could scarcely at any time afford more than moral [support], and I don't believe that this is required now. On the whole, however, it would be perhaps a little risky to leave these roads without a steamer. In haste.

Very truly, yours,

P. DRAYTON.

Flag-Officer S. F. DU PONT,
Wabash.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting consular information regarding the steamers Economist, Battalion, and Reehid.

NAVY DEPARTMENT, February 20, 1862.

SIR: I herewith enclose for your information a copy of a dispatch, No. 11, dated the 31st ultimo, addressed to the Secretary of State by the United States consul at London, relative to the steamers *Economist*, *Battalion*, and *Reehid*, and the proceedings of the rebel agents in Europe.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

No. 11.]

U. S. CONSULATE,
London, January 31, 1862.

SIR: The steamer *Economist*, of which I have already advised you, sailed yesterday, January 30, and similar cargo is now in readiness for shipment, which I think will go on board the iron screw steamer *Battalion*, now here and about ready to receive it. It will consist of arms, ammunition, clothing, etc. The insurgents are about to ship fifteen or twenty rifled cannon from this or some other port. I hear rumors of shipments preparing at other ports, which I shall keep in view and advise you at the earliest moment.

I saw a merchant who has an interest in the *Reehid* this morning, and he thinks she has before this time got into Charleston, Savannah, or some other Southern port and that they will realize a profit of £50,000 on her cargo.

The Confederates have labored very hard to create the belief here that the blockade offers but little obstruction to the entrance and departure of vessels from Southern ports. They pretend at Lloyd's to have a list of 1,000 vessels which have passed the blockaded ports without obstruction. Can you give me an approximation of the number which have passed out and in of the established ports for the last three months, and the number that have been taken in the attempt? The report here is that the steamer *Gladiator*, with her valuable cargo, succeeded in getting into a Southern port.

From what I have but recently learned I have no doubt but large quantities of war material will be shipped within the coming two or three weeks, perhaps mostly next week, and it ought to be well looked after. I advised you in a previous dispatch of the loading of a steamer some days before the *Economist* left, with war stores, etc., for the insurgents.

Should the *Rechid* get in and out safely it will afford great encouragement to merchants here to keep up this contraband traffic.

People here of all classes are looking with great interest to the opening of Parliament, because they anticipate early and important discussions, if not action, on the American question.

Your obedient servant,

F. H. MORSE.

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

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, regarding coal.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 20, 1862.

SIR: I am so anxious not to interfere with the effectiveness of the blockade under your charge that I send you a schooner with some 140 tons of coal—all that I have.

I will relieve you at the earliest possible moment.

Did the *Connecticut* communicate with you?

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander E. G. PARROTT,
U. S. S. Augusta, Comdg. Blockading Force off Charleston.

P. S.—I sent an order by the *Connecticut* to dispatch the *Penguin* to this port. If you have not received this, and can spare the *Penguin* for a few days, I should be pleased to have her here.

S. F. DU PONT,
Flag-Officer.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding additional vessels for his command.

NAVY DEPARTMENT, *February 21, 1862.*

SIR: * * * The steamers *Sachem* and *Currituck* have been ordered to report to you for duty. The *Vermont* has probably sailed from Boston for Port Royal. She will be accompanied by the steamer *Kensington*, ordered to the Gulf.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Gardner, U. S. Navy, commanding U. S. S. O. M. Pettit, to proceed to duty in Wall's Cut, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 21, 1862.

SIR: You will please proceed with the *O. M. Pettit* under your command to Wall's Cut and report to Lieutenant Commanding Collins, of the *Unadilla*.

I have detailed you for service there at the request of General Sherman, and Lieutenant Commanding Collins will direct you to report to Brigadier-General Viele.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master A. S. GARDNER,
Commanding U. S. S. O. M. Pettit, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Collins, U. S. Navy, senior officer in Wright's River, regarding the supervision of the U. S. S. O. M. Pettit.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 21, 1862.

SIR: The *Pettit* is ordered to report to you. I send her at the request of the commanding general to assist and watch over the operations of Brigadier-General Viele.

You will therefore place her at the general's disposal, without, however, withdrawing your supervision of her movements and consequently your responsibility for her safety.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding N. COLLINS,
Senior Officer, Wright's River.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Collins, U. S. Navy, senior officer in Wright's River, regarding the position of the U. S. S. E. B. Hale.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 23, 1862.

SIR: I addressed you last evening by General Viele, since which I have had some misgivings as to my order about the *Hale*, and have consulted Commander John Rodgers in reference thereto.

He says very emphatically that she will be much exposed, isolated, and cut off from support in New River, where she may be attacked by flats or otherwise.

She is also too small to be subjected to such an attack. You will therefore replace her where she was, and inform General Viele of this order. If he has any apprehensions, I would respectfully suggest that he arrange pickets in boats, which could move quickly, while the river, being so crooked, would make it difficult for the *Hale* to move.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding N. COLLINS,
Senior Officer, Wright's River.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, regarding the disposition of the U. S. S. Wyandotte.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 23, 1862.

SIR: I send you the *Wyandotte*, Lieutenant Commanding Whiting, for blockading duty in Wassaw Sound.

Please dispose of her to the best advantage.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Commander J. P. GILLIS,
U. S. S. *Seminole* (if present; otherwise
Lieutenant Commanding DUNCAN,
U. S. S. *Norwich*).

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of reconnoissance in North Edisto River, S. C., February 23-28, 1862.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 14, 1862.

SIR: I have the honor to forward another interesting report from Lieutenant Commanding A. O. Rhind, of the *Crusader*, giving information of a daring reconnoissance made at Bear Bluff by that officer and Lieutenant Prentiss.

When relieved from the pressing importance of securing this part of the coast, I purpose to pay especial attention to Edisto.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. CRUSADER,
North Edisto, March 3, 1862.

SIR: On the 23d instant [ultimo], I received information that the enemy were building a battery at Bear Bluff, opposite White Point. On the night of the 24th, accompanied by Lieutenant Prentiss, I went up in our dingey, with three men, and landed without being discovered by the guard. Lieutenant Prentiss and I went up and found the battery in an unfinished state, and, looking about us, discovered the magazine; found two of the picket guard asleep in it; got one musket out from beside them without awakening them; returned to the boat and brought up two of the men to secure them; in doing so, I regret to say, one of them was shot through the head and instantly killed, the pistol in my hand going off accidentally in the struggle. We carried both to the boat and escaped without discovery.

The picket guard at the battery that night consisted of 15 infantry and 2 mounted men, in command of a lieutenant, so the surviving prisoner states. We buried the other properly the next day near the camp of the Forty-seventh Regiment. His name, Joseph A. Wilson, Company C, Moore's battalion, stationed at Church Flats. The other, now on board this vessel, is William M. Evins, from Rabun County, Ga., of the same company. According to his account there are two regi-

ments at Church Flats, sending pickets out regularly to Rockville, Bear Bluff, and other points on the east side of the river. Their men ill-fed, not paid nor clothed, and badly treated.

Wilson was from Pickens district, South Carolina. The musket we have taken from them is of the English pattern; has the tower mark; date, 1861. Both cartridge boxes contained Ely's London stamped cartridges.

I sent a boat in charge of Lieutenant Prentiss into Rockville on the night of the 28th, but they were discovered, though proceeding cautiously, and a volley fired into them as they touched the shore, without hitting anyone, however. Having orders to return if discovered, they withdrew. The bad weather to-day prevented my going up the river as I intended.

We have picked up several contrabands from the east side lately, one coming from Charleston, reaching here by way of John's Island in twenty-four hours, though arrested by a picket and detained on the way. He succeeded in escaping again at night.

Very respectfully, your obedient servant,

A. C. RHIND,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Boggs, U. S. Navy, to assume temporary command in Port Royal Harbor, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 21, 1862.

SIR: As you have some indispensable repairs to do to your vessel, and feeling confident you will be in full time for any active service in the Gulf, I have to direct that you will please take charge of the harbor here during my absence, or until I can send a vessel up to relieve you, which I think will not be later than Saturday.

The U. S. Coast Survey steamer *Bibb*, Captain Boutelle, will also remain, and I have given the latter some directions as to the *Vermont*, should she come during my absence.

The *Courier*, storeship, three hulks, on one of which a machine shop is being erected, and two pilot boats, with the tug *Mercury*, are all I leave behind.

Some of the blockading vessels may be coming in.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander C. S. BOGGS,
U. S. S. Varuna, Port Royal.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, forwarding consular information from Nassau regarding movements of blockade runners.

NAVY DEPARTMENT, *February 25, 1862.*

SIR: I herewith enclose extracts from a dispatch dated the 12th instant, and a copy of one dated the 16th instant, received by the

Department of State from the United States consul at Nassau, in relation to the arrival at that port of the steamers *Catawba* and *Kate* and other vessels from rebel ports, etc.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

U. S. CONSULATE,
Nassau, New Providence, February 12, 1862.

SIR: I have the honor to inform you that within the past week there have been five arrivals of small schooners from Charleston, S. C., all laden with cotton, and this morning the rebel steamer *Catawba* arrived here, direct from Charleston, fully laden with rice and cotton and flying the secession rag at her peak, to the mortification of loyal Americans here and to the intense gratification of the Conchs.

* * * * *

I have the honor to inform you also that the *Gladiator* is still here. Two steamers from Charleston have taken most of her powder and arms, and the *Catawba* will complete the rest.

I have the honor to be, etc.,

SAML. WHITING,
Consul.

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

Letter from Commander Le Roy, U. S. Navy, to the commanding officers of the U. S. steamers Mohican and Bienville, to join the flag officer off St. Andrew's Sound, Georgia.

U. S. S. KEYSTONE STATE,
At Sea, Tuesday, February 25, 1862.

SIR: Flag-Officer Du Pont was to leave Port Royal this (Tuesday) noon, and directed me to advise you that he wishes the *Mohican*, *Bienville*, and this ship to join him off St. Andrew's. He expects to be there this (Tuesday) night.

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

WM. E. LE ROY,
Commander.

Commander S. W. GODON, U. S. Navy,
Commanding U. S. S. *Mohican*.

Commander CHAS. STEEDMAN, U. S. Navy,
Commanding U. S. S. *Bienville*.

Delivered personally, also verbally, the same night to S. W. Godon.
W. E. L.

Capture of the British schooner Arrow, off Fernandina, Fla., by the U. S. S. Bienville, February 25, 1862.

Report of Commander Godon, U. S. Navy, transmitting report.

U. S. S. MOHICAN,
Off Nassau, February 25, 1862.

SIR: I have the honor to enclose herewith the report of Commander Steedman in relation to the capture of the British schooner *Arrow*, from

Nassau, New Providence. She was sighted and chased at daylight by the *Bienville* off St. John's, and myself, off Fernandina, at about the same time, the *Bienville* reaching her sometime before the *Mohican* came up with her. I have therefore thought it proper, in justice to Commander Steedman's vigilance and activity, to direct him to communicate his capture to you, simply forwarding his report as the senior officer present. The vessel is of 60 tons, her quarters are very small and no accommodations for the officers sent in her in charge, as crew and officers will be obliged to occupy the same apartment. If you could have the vessel towed north and return her crew, it would be a great relief to the *Bienville*, and keep her in better trim for using her guns if need be. This is the first vessel that has been seen for several weeks from St. Augustine to Fernandina by any of the blockading vessels.

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

S. W. GODON,
Senior Officer Present.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Commander Steedman, U. S. Navy, commanding U. S. S. *Bienville*.

U. S. S. BIENVILLE,
Off St. Mary's Harbor, February 25, 1862.

SIR: I have the honor to report that on this date, at 6:15 a. m., while off St. John's, in 11 fathoms of water, steering west toward Mount Cornelia, with it in plain sight, discovered a schooner bearing north, steering the same way as ourselves, with a free wind; steered for her, when she hauled her wind and stood north. About five minutes afterward she kept off about W. N. W.; altered the course of our ship to N. W. by N. to get in between her and the land. She then hauled up to the northward for a few minutes, when she came about and went off to the southward and eastward; steered for her and at the same time discovered another sail to the northward, which proved to be the U. S. S. *Mohican*, in chase. At 7:15 came up alongside of the schooner and hoisted our ensign, she hoisting English colors.

Upon examination of the vessel, and finding various articles of a suspicious character, with notes attached to them of a similar nature, her movements at the time she was discovered and afterward, together with her being within the line of blockade, and so much out of the usual track of vessels running between the ports of Nassau and New York, I deemed it proper on these grounds, with the sanction of Commander Godon, to place a prize crew on board of her, and send her to New York for adjudication, touching at Port Royal for such instructions as you may think proper to give.

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

CHAS. STEEDMAN,
Commander.

Flag-Officer S. F. DU PONT,
Commander in Chief, etc., U. S. Steam Frigate Wabash.

Letter from Flag-officer Du Pont, U. S. Navy, to the Judge of the U. S. district court at Philadelphia, regarding the capture of the schooner Alert off St. John's, Fla., February 26, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. O., April 22, 1862.

SIR: I have the pleasure to inform you of the capture of the schooner *Alert* on the 26th of February last, by the U. S. S. *Bienville*, Commander Steedman, under the following circumstances:

The *Bienville*, while at anchor in 9 fathoms of water and distance $2\frac{1}{2}$ miles from the bar of St. John's, Fla., discovered a schooner inside of her and on the other edge of the bar, trying to get into the entrance of St. John's. Chase was immediately made, and after firing some half-dozen shots at her, she, finding it impossible to escape, bore up and ran down for the steamer, at the same time showing English colors.

She proved to be the schooner *Alert*, and purported to be from Havana and bound to New York, but the master and owner, who was on board, is William Hone, a citizen of the United States and a resident of Savannah, and has been sent north on the *Bienville* as a prisoner.

All her papers want the British consular certificates to make them legal, and her crew list is deficient in everything except the mere names of the officers and men. She has no manifest.

It further appears by a memorandum account sales and disbursements found amongst the master's papers that he had carried out to Warsaw [Nassau?] 54 bales of cotton from Charleston, S. C.

After her capture she was brought into Port Royal, where she remained in charge of an acting master's mate until my return from an expedition to the southward.

I ordered a board of officers to make a careful and accurate appraisal of the value of the schooner, with her tackle, etc., also of her cargo, requiring them further to examine into her seaworthiness.

Enclosed is the report comprising an inventory of the cargo.

The board having decided in favor of her seaworthiness, I have directed Acting Master's Mate Charles V. Kelly to take her to the port of Philadelphia for adjudication. He will deliver to you all the papers in the case and give necessary evidence.

Respectfully, etc.,

S. F. DU PONT,
Flag Officer.

Hon. JOHN CADWALADER,
U. S. District Judge.

NOTE.—Orders given in the usual form to Acting Master's Mate Charles V. Kelly to take the schooner *Alert* to the port of Philadelphia for adjudication.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting information regarding the arrival at Nassau, New Providence, of the blockade runner Kate.

NAVY DEPARTMENT, February 27, 1862.

SIR: I herewith transmit a copy of a letter addressed to the Secretary of State and referred to this Department by George C. Barney, dated Nassau, February 17, in relation to the arrival of the steamer *Kate* at that port and the manner in which she is said to have run the blockade.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. O.

[Enclosure.]

NASSAU, NEW PROVIDENCE, BAHAMAS,

February 17, 1862.

SIR: The steamer *Kate* arrived here yesterday from Charleston, S. C., having run the blockade as follows: Leaves Charleston under cover of night; is seen the next morning among the fleet with the American flag and supposed to belong to the squadron. Remains all day cruising about at a distance and the next night leaves for this place and arrives safe under British colors. Loads with arms and ammunition from the steamer *Gladiator*, which arrived here from Europe in December last (about that time) and returns to Charleston, S. C., getting into port in the same manner.

I hope soon to see a stop put to this game.

Can I be of any service to your Government?

With great respect, your obedient servant,

GEO. C. BARNEY.

Hon. W. H. SEWARD,

Secretary of State, Washington, D. C.

Instructions from Commander Drayton, U. S. Navy, to Commander Haggerty, U. S. Navy, in view of the probable departure of the former from Tybee Roads, Georgia.

U. S. S. PAWNEE,

Tybee Roads, February 27, 1862.

SIR: I am directed to join the flag-officer on his appearance off this place, as also the other steamers. You will necessarily be left in charge of this anchorage. I have received no special instructions by which to guide my conduct further than what is contained in my previous letters and orders to you. The general protection of Tybee Island, so far as it may be in your power, from the water, and the blockade of the Savannah River, is of course a part of your duty, as well as, if possible, to board any suspicious vessels that may appear off the port. Further than this I can think of nothing that it would be of importance for you to know. As I have received no instructions from the flag-officer, you must depend on your own judgment for what is right in cases not reached by the general orders issued to commanders of vessels.

Very respectfully, your obedient servant,

P. DRAYTON,

Commander, Commanding off Tybee.

Commander F. S. HAGGERTY,

U. S. Ship Vandalia.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, urging vigilance in the prevention of trade with Nassau, New Providence.

NAVY DEPARTMENT, *February 28, 1862.*

SIR: From various sources, and especially by letters received at the Department of State, it is apprehended that an active communication is kept up between Nassau and the rebels. It is of great importance that this communication should be interdicted or prevented, and that

as many of the vessels as possible engaged in it should be captured. The Department therefore hopes that amidst your multiplied duties this matter may not receive the less attention and that all vigilance may be exercised.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Mather, U. S. Navy, commanding U. S. S. Henry Andrew, to remain for the protection of Wassaw Sound.

FLAGSHIP WABASH,

Off Wassaw, February 28, 1862.

SIR: You will please return to Wassaw Sound with the *Henry Andrew* and report to Lieutenant Commanding Duncan, of the *Norwich*, as part of the force for the protection of Wassaw Sound in case the *Seminole* has left her anchorage.

I had intended that you should accompany the present expedition, but the public service requires that you should remain at Wassaw, where you may be more wanted and may have a greater opportunity of showing your zeal and energy, which I fully appreciate.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master S. W. MATHER,

U. S. S. Henry Andrew.

Expedition to coast of Georgia and Florida, February 28 to March 15, 1862.

Order of Flag-Officer Du Pont, U. S. Navy, to Major Reynolds, U. S. Marine Corps, regarding the embarking of marine battalion.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 20, 1862.

MAJOR: The *McClellan* will be over at Bay Point to-morrow afternoon (Friday) to take on board the battalion.

At the request of Brigadier-General Sherman, you will leave at Bay Point a guard of 50 men, embarking the rest.

You will please see that the provisions now on hand are put in charge of a proper person, and let your quartermaster make out a requisition immediately for a week's rations, to be put on board the *McClellan*.

General Sherman goes himself on the *McClellan*.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer.

Major J. G. REYNOLDS,

Commanding Battalion of U. S. Marines.

P. S.—The camp equipage you will not require.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, regarding the vessels from Wassaw Sound.

Confidential.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 20, 1862.

SIR: This is to inform you that I shall be off Wassaw on Saturday, 22d February.

You will please be ready to come out with all the vessels except the *Norwich* and *Release*, to which I will add the *Wyandotte*, from Tybee, to guard Wassaw during your absence.

You will see that these vessels are placed to the best advantage, and will leave Lieutenant Commanding Duncan in charge.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer

Commander J. P. GILLIS,
U. S. S. *Seminole*, Wassaw Inlet, Georgia.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the movement of troops.

FEBRUARY 21, 1862.

COMMODORE: I will not send the *McClellan* over to-day.

It is really hoped the weather will settle soon. The order went down this morning for Wright to embark his troops.

I have been examining the maps and fear there will be much difficulty in landing troops, with our means, on the coast shore. I have an idea which may be, probably, practicable to some extent, which I will tell you of when I see you.

Yours, truly,

T. W. SHERMAN,

Flag-Officer S. F. DU PONT.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, regarding the embarkation of marines.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 23, 1862.

GENERAL: I have given such orders already in reference to the embarkation of the marines and the preparations of this ship as render it preferable for me to sail to-morrow. I was induced to do this from the very unsettled state of the weather this morning, and still continuing, coupled with its being Sunday.

The *Harriet Lane* is coming in with Captain Porter, of the mortar fleet, and may have important dispatches.

Will Captain Saxton remember this is the day for the *Columbia* to leave the mails on the light vessel?

Will you send the *McClellan* over for the marines this afternoon?

Yours, very truly,

S. F. DU PONT,
Flag-Officer.

Brigadier-General T. W. SHERMAN,
Commanding Expeditionary Corps, Hilton Head.

Order of Flag-Officer Du Pont, U. S. Navy, to Major Reynolds, U. S. Marine Corps, for the embarkation of marines.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 23, 1862.

MAJOR: Please embark this afternoon on the *McClellan*.
Respectfully, etc.

S. F. DU PONT,
Flag-Officer.

Major J. G. REYNOLDS,
Commanding Marine Battalion.

Report of Major Reynolds, U. S. Marine Corps, of the embarkation of his battalion.

U. S. TRANSPORT McCLELLAN,
Port Royal Harbor, S. C., February 23, 1862.

SIR: I have the honor to inform you that the marine battalion, with the exception of the guard retained at Bay Point, is embarked on board this vessel. My command consists of 15 officers and 273 rank and file.

I would like if my command could be increased by the presence of Lieutenant Goldsborough, formerly associated with the battalion.

Very respectfully, your obedient servant,

JOHN GEORGE REYNOLDS,
Major, Commanding Battalion.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, urging immediate departure.

McCLELLAN, February 24, 1862.

COMMODORE: I would respectfully suggest that if the *Wabash* can not get out to-morrow that we move without her, and let her come along as soon as she can. She might, after all, get there in time. I have horrid fears, almost, of any further delay.

Yours, truly,

T. W. SHERMAN.

Flag-Officer S. F. DU PONT,
Commanding, etc.

I will move down to Tybee in the morning.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding a delay of operations.

McCLELLAN, February 24, 1862.

COMMODORE: I had to come over to this side in consequence of something I heard going on here.

I will leave for Tybee to-morrow morning, probably remain there two hours, and thence to Wassaw.

I can judge better what I can do after seeing the condition of the troops and horses. Had I the means of landing I would not hesitate to go to the coast side at once with our forces. Whatever is to be done

must be done quickly now. I tremble almost at the prospect of the condition of the horses and men at Tybee after a tarry there of a whole month.

Yours, truly,

T. W. SHERMAN.

Flag-Officer S. F. DU PONT,
Commanding, etc.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, regarding plans for cooperative movement.

FLAGSHIP WABASH,
Port Royal, February 24, 1862.

GENERAL: After receiving your note I went on deck, intending to go on board the *McClellan* to see you, but found you had gone over to the other side.

I write, therefore, to say that I have thought over most deeply our conversation to-day, and have come to the conclusion if the plan suggested by you is the best—to cut off a retreating enemy—which I do not myself see, but of which you know, of course, best, it is altogether unnaval for the capture of the batteries, and these have to be taken by the smaller vessels after you land, and whether you have succeeded or not in your object.

The squadron of gunboats has to go 2 miles in a narrow channel under a raking fire from three or four batteries, without knowing how far Fort Clinch is armed. Surely, if I can turn these, or pass them on their weak sides, I could hardly be justified in taking any other course.

I, therefore, am of opinion the sound should be first attempted, and if our pilots are correct we shall pass through with all but the *Wabash* and *Susquehanna* and land you at Fernandina independent of weather. On the coast the landing could not be effected if the weather was easterly.

I shall hope to see you at Tybee or Wassaw. In the meantime, I shall order my fleet to rendezvous at St. Andrew's.

Yours, most truly,

S. F. DU PONT,
Flag-Officer.

General SHERMAN,
Commanding Expeditionary Corps, on board U. S. S. McClellan.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, regarding the cause of detention.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 25, 1862.

GENERAL: This northeast wind kills another day; but I think it is well the transports are not outside, and in this weather all landing on the coast would be out of the question, which reduces itself, indeed, to this—whether to wait here or at sea, besides giving information so much the longer to the enemy.

I thought I would send a vessel down with this, believing you would be glad to hear and to know that we are only detained by the wind.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

General T. W. SHERMAN,
Commanding Expeditionary Corps, Tybee or Wassaw.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, regarding further cause of detention.

FLAGSHIP. WABASH,
Port Royal Harbor, S. C., February 27, 1862.

GENERAL: I have been much tried by the weather. The delay, however, brought my ammunition, but it was under hay and oats, and in spite of all I could do I have to leave my gunboats to receive it. They will follow, lest I miss the tide.

In haste, yours, most truly,

S. F. DU PONT,
Flag-Officer.

General T. W. SHERMAN,
Commanding Expeditionary Corps, Tybee or Wassaw.

P. S.—I leave with the coming tide, and shall be off Wassaw to-night or to-morrow morning.

S. F. D.

Memorandum from Flag-Officer Du Pont, U. S. Navy, to Commanders Drayton and Gillis, U. S. Navy, regarding the movement of their commands.

U. S. FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 27, 1862.

The flagship and the other vessels of the fleet in this port will be off Tybee entrance and Wassaw Sound to-night or to-morrow morning.

Captain Drayton and Captain Gillis will please be on the lookout for signals, and be ready to leave port with the force under their command at a moment's notice. In compliance with previous orders, the *Vandalia* will remain in Tybee Roads, and the *Norwich*, *Wyandotte*, and *Release* will remain in Wassaw Sound.

No prescribed order of sailing for the fleet will be adopted until after leaving Wassaw, when the order will be conveyed by signal, if necessary.

Captain Mather, of the *Henry Andrew* (who goes to Tybee and Wassaw for this purpose), will leave a copy of this memorandum with Captain Drayton and Captain Gillis.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

P. S.—Captain Drayton will please take Acting Master Philemon Dickinson, now on board the *Vandalia*, out of that ship and retain him on board the *Pawnee* until we meet.

S. F. D.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, designating vessels to join the expedition.

FLAGSHIP WABASH,
Off Wassaw, February 28, 1862.

SIR: You will please send out the vessels from Wassaw, excepting *Norwich*, *Wyandotte*, and *Release*, and I leave to your better judgment, from the knowledge of the localities and probabilities, whether you can be spared with the *Seminole* or not.

I desire to have you with me, but you, as well as myself, must yield personal considerations to the necessities of the public service.

Come out at all events and we will consult together. The news is very glorious from the West; Fort Donelson has fallen; 15,000 prisoners. Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. P. GILLIS,
U. S. S. Seminole.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the changed aspect of affairs in view of the reported evacuation of Brunswick, Ga.

[MARCH —, 1862.]

COMMODORE: I find the troops here in pretty bad condition; the ship fever to some extent.

The news from Savannah, which I have also seen confirmed in a Charleston paper, is that Brunswick was evacuated on the 15th, and as they brought to Savannah some twenty-odd large guns, no doubt but the forts at St. Simon's are abandoned, too.

This changes the face of matters much, and I look upon the whole Southern coast as now simply a cobweb to be penetrated.

I would like to occupy St. Simon's and Brunswick with a small force. This might very properly be done at once, unless the weather will suit and all are prepared to move at once for Amelia Island. If you intend still to enter Cumberland Sound on the inside, the small vessels could be worked down through Jekyl Creek.

Yours, truly, etc.,

T. W. SHERMAN.

Flag-Officer S. F. DU PONT,
Commanding, etc.

Circular.]

FLAGSHIP WABASH,
Off St. Andrew's, March 1, 1862.

The order of steaming while entering St. Andrew's and passing through Cumberland sounds will be the line ahead, in the following succession:

- | | | |
|--|---------------------|------------------|
| 1. Ottawa. | 7. Florida. | 14. Pembina. |
| 2. Mohican, accompa-
nied by Ellen. | 8. James Adger. | 15. Isaac Smith. |
| 3. Seminole. | 9. Bienville. | 16. Penguin. |
| 4. Pawnee. | 10. Alabama. | 17. Potomska. |
| 5. Pocahontas. | 11. Keystone State. | 18. McClellan. |
| 6. Flag. | 12. Seneca. | |
| | 13. Huron. | |

The special attention of the commanding officers is called to the following particulars:

1st. The vessels will observe the closest order consistent with safety; (a) for mutual support; (b) to take immediate advantage of the pilotage of the preceding vessels.

2d. The vessels being in the closest order, the greatest caution will be observed in firing to avoid injuring neighboring vessels by the blast of the gun and fragments of the sabots.

3d. The utmost care will be taken to insure accuracy of fire and avoid a useless expenditure of ammunition.

4th. The armed launches and small-armed seamen will be disposed of by special order.

S. F. DU PONT,
Flag-Officer.

Memorandum of instructions regarding plan of operations.

MARCH 1, 1862.

It is understood that the transports are to enter St. Andrew's preceded by the gunboats and to proceed to Cumberland Sound by the inland passage. Arriving near the southern extremity of Cumberland Island, a portion of the land force is to be landed in connection with the howitzers of the Navy and a force of seamen to carry the batteries at that point and prevent the escape of their garrisons; the gunboats previously to open fire on these batteries. At the same time the remainder of the fleet will attack the batteries on Amelia Island, and having silenced such of the guns as bear upon the Amelia River, or as soon as it may be safe to attempt the passage, the transports will proceed to Fernandina, or its vicinity, and land the remainder of the troops, a gunboat being promptly sent up the river to a point where her guns can control the railroad crossing and bridge.

Should there prove to be a battery on McLure's Hill, it will probably have to be silenced before the transports can effect a landing.

After landing and getting possession of the town, further movements must depend on the strength and position of the enemy.

Should the enemy succeed in effecting a retreat down Amelia Island before the troops can be landed, a naval force will be sent on the outside to intercept the retreat by firing across the island.

Memorandum from Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, in view of the reported abandonment of Fernandina, Fla.

A contraband brings news that the enemy is abandoning Fernandina. Captain Lanier will give the particulars to Captain Lardner.

The flag-officer wishes Captain Lardner to cut off the retreat by sea, if any is attempted within his reach, and to command the southern end of Amelia Island with his guns, the railroad included, if possible; and to endeavor to ascertain if the guns have been withdrawn from the forts on the north end of Amelia Island; or, in other words, if the defenses of Fernandina have been abandoned, and send him word.

It is asserted that the guns are carried in a steamer through Nassau Sound outside into St. John's.

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

[Endorsement.]

FLAGSHIP MOHICAN,
Cumberland Sound, March 2, 1862.

Captain Lanier was sent into Fernandina at high tide to get all the information he could and to draw the fire of the forts, but failed to get in. Soon afterwards *Susquehanna* proceeded to Nassau.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, to occupy the abandoned defenses of Fernandina, Fla.

Confidential.]

FLAGSHIP MOHICAN,
Cumberland Sound, March 2, 1862.

SIR: I have received information that the enemy is now abandoning Fort Clinch and the earthworks on Amelia Island and the south end of Cumberland Island, which are, in fact, the objects of this expedition.

Instead, therefore, of waiting for daylight and the morning tide, which are necessary to the vessels of large draft, you will proceed in haste, with the evening tide, through Cumberland Sound into Fernandina Harbor and, taking possession, you will exert yourself to preserve public and private property and to secure prisoners and munitions of war.

A portion of the troops will accompany you in the steamers *Boston* and *McClellan*. Major Reynolds' brigade of marines is also on board the latter vessel.

Under the orders of General Wright, the town will be garrisoned and the railroad seized and occupied by the soldiers and marines.

I shall enter Fernandina on the morning tide through the main ship channel with the remainder of the fleet.

A threat has been made to poison the wells. You will please make this known to prevent any injury from such an act of barbarism.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander P. DRAYTON,
U. S. S. Pawnee.

Detailed report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP MOHICAN,
Harbor of Fernandina, March 4, 1862.

SIR: I had the honor to inform you in my last dispatch that the expedition for Fernandina was equipped and waiting only for suitable weather to sail from Port Royal. I have now the pleasure to inform you that I am in full possession of Cumberland Island and Sound, of Fernandina and Amelia Island, and of the river and town of St. Mary's.

I sailed from Port Royal on the last day of February, in the *Wabash*, and on the 2d instant entered Cumberland Sound by St. Andrew's Inlet, in the *Mohican*, Commander S. W. Godon, on board of which I have hoisted my flag. The fleet comprised the following vessels, sailing in the order in which they are named:

Ottawa, Mohican (accompanied by *Ellen*), *Seminole, Pawnee, Pocahontas, Flag, Florida, James Adger, Bienville, Alabama, Keystone State, Seneca, Huron, Pembina, Isaac Smith, Penguin, Potomska*, armed cutter *Henrietta*, armed transport *McClellan*, the latter having on board the battalion of marines under the command of Major Reynolds, and the transports *Empire City, Marion, Star of the South, Belvidere, Boston, George's Creek*, containing a brigade under the command of Brigadier-General Wright.

We came to anchor in Cumberland Sound at half past 10 on the morning of the 2d, to make an examination of the channel and wait for the tide.

Here I learned from a contraband who had been picked up at sea by Commander Lanier, and from the neighboring residents on Cumberland Island, that the rebels had abandoned in haste the whole of the defenses of Fernandina and were even at that moment retreating from

Amelia Island, carrying with them such of their munitions as their precipitate flight would allow.

The object of carrying the whole fleet through Cumberland Sound was to turn the heavy works on the south end of Cumberland and the north end of Amelia islands; but on receiving this intelligence I detached the gunboats and armed steamers of light draft from the main line and, placing them under the command of Commander P. Drayton, of the steam sloop *Pawnee*, I ordered him to push through the sound with the utmost speed, to save public and private property from threatened destruction, to prevent poisoning the wells, and to put a stop to all those outrages by the perpetration of which the leaders in this nefarious war hope to deceive and exasperate the Southern people.

In the meantime I went out of the sound and came by sea to the main entrance of this harbor.

In consequence of bad weather I was unable to cross the bar till this morning. Commander Drayton, accompanied by Commander C. R. P. Rodgers, with the armed launches and cutters and the small-armed companies from the *Wabash*, had arrived several hours before me.

Immediately on his entering the harbor, Commander Drayton sent Lieutenant White, of the *Ottawa*, to hoist the flag on Fort Clinch, the first of the national forts on which the ensign of the Union has resumed its proper place since the first proclamation of the President of the United States was issued.

A few scattered musket shots were fired from the town by the flying enemy, when it was discovered that a railroad train was about to start. Commander Drayton, on board the *Ottawa*, Lieutenant Commanding Stevens, chased this train for 2 miles and fired several shells at it, aiming at the locomotive, some of which took effect. It is reported that the Hon. David [L.] Yulee, late a Senator of the United States from the State of Florida, escaped from this train and took to the bush. Commander C. R. P. Rodgers, pushing ahead with the launches, captured the rebel steamer *Darlington*, containing military stores, army wagons, mules, forage, etc., and fortunately secured the drawbridge, which was held during the night by the second launch of the *Wabash*.

There were passengers, women and children, in the *Darlington*, and the brutal captain suffered her to be fired upon and refused to hoist a white flag, notwithstanding the entreaties of the women. No one was injured. I send the captain of the steamer home, a prisoner; his name is Jacob Brock; he is a native of Vermont, but has been a resident of Florida for twenty-three years.

The same night Commander C. R. P. Rodgers ascended the St. Mary's with the *Ottawa* and took possession of the town, driving out a picket of the enemy's cavalry.

Early in the morning the town of Fernandina was also occupied by a party of seamen and marines from Commander Drayton's command. In both places most of the inhabitants had fled, by order, it is said, of the rebel authorities. A company of seamen and marines under Lieutenant Miller was sent from the *Mohican* to hold Fort Clinch.

It is reported to me by Lieutenant Commanding Downes, of the *Huron*, that the whole structure of the railroad on the Fernandina side, including the swinging drawbridge, is quite uninjured. The rebels have done some damage by fire to the trestlework on the other side of the river, but I am not yet informed of its extent. Several locomotives, baggage cars, tenders, freight cars, and some other property, besides that found in the steamer *Darlington*, have been recovered.

The whole number of guns discovered up to this time is thirteen,

embracing heavy 32-pounders, VIII-inch guns, and one 80 and one 120 pounder rifled guns.

The towns of St. Mary's and Fernandina are uninjured.

I visited the town, Fort Clinch, and the earthworks on the sea face of the island. It is impossible to look at these preparations for a vigorous defense without being surprised that they should have been voluntarily deserted. The batteries on the north and northeast shores are as complete as art can make them. Six are well concealed, are protected by ranges of sand hills in front, contain perfect shelter for the men, and are so small and thoroughly covered by the natural growth and by the varied contours of the land that to strike them from the water would be the mere result of chance.

A battery of 6 guns, though larger and affording, therefore, a better mark, is equally well sheltered and masked.

These batteries and the heavy guns mounted on Fort Clinch command all the turnings of the main ship channel and rake an approaching enemy. Besides them there was another battery of 4 guns on the south end of Cumberland Island, the fire of which would cross the channel inside of the bar. The difficulties arising from the indirectness of the channel and from the shoalness of the bar would have added to the defenses by keeping the approaching vessels a long time exposed to fire under great disadvantages. And when the ships of an enemy had passed all these defenses they would have to encounter a well-constructed and naturally masked battery at the town, which commands the access to the inner anchorage. We are told that General Lee pronounced the place perfectly defensible. We are not surprised at this, if true.

We captured Port Royal, but Fernandina and Fort Clinch have been given to us.

We had in the expedition Mr. W. H. Dennis, an assistant in the Coast Survey, who possessed accurate local knowledge of a part of the ground we passed over, of which indeed he made the topographical map under the direction of the superintendent. He was zealous and active, and it gives me pleasure to mention him.

The *Empire City*, on board of which was General Wright, grounded on the bar. As soon as he arrived (in another steamer) immediate steps were taken to transfer to him the forts and all authority and possession on the land. I desire to speak here of the harmonious counsels and cordial cooperation which have marked throughout my intercourse with this able officer. Our plans of action have been matured by mutual consultation, and have been carried into execution by mutual help.

I take great pleasure in reminding the Department that one principal and ultimate object of the naval expedition which I have the honor to command was, in its first conception, to take and keep under control the whole line of the seacoast of Georgia, knowing (to use the language of the original paper) "that the naval power that controls the seacoast of Georgia controls the State of Georgia." The report that the fortifications at St. Simon's, armed with heavy columbiads, had been abandoned, which first reached me at Port Royal, is confirmed. This being the case, the entire seacoast of Georgia is now either actually in my possession or under my control, and thus the views of the Government have been accomplished.

Very respectfully, your most obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Detailed report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee.

U. S. S. PAWNEE,
Fernandina, March 4, 1862.

SIR: In obedience to your order of the 2d March, I left at daylight on the next morning, accompanied by the following gunboats and other light-draft vessels, viz: The *Ottawa*, Lieutenant Commanding T. H. Stevens; *Seneca*, Lieutenant Commanding D. Ammen; *Huron*, Lieutenant Commanding J. Downes; *Pembina*, Lieutenant Commanding J. P. Bankhead; *Isaac Smith*, Lieutenant Commanding J. W. A. Nicholson; *Penguin*, [Acting] Lieutenant Commanding T. A. Budd; *Potomska*, Lieutenant Commanding P. G. Watmough, and *Ellen*, Lieutenant Commanding [Acting Master] W. Budd. There were also with us three armed launches of the *Wabash* and a company of sailors, all under the command of Commander C. R. P. Rodgers, of that vessel, as well as the transports *McClellan*, Captain Gray, on board of which was the battalion of marines of Major J. G. Reynolds; the *Boston*, with the Ninety-seventh Pennsylvania Regiment, Colonel Guss, and the armed cutter *Henrietta*, Captain Bennett.

We proceeded at once down Cumberland Sound. The navigation, however, proved to be quite intricate, and besides, the *Pawnee*, the *Ottawa*, and *Huron* (the latter the only one with a pilot except myself) were alone able to cross the flats at the dividing line between tides that meet in the sound from the north and south.

With these I continued on until at 3 o'clock, and when only 3 miles distant from Fort Clinch, all except the *Ottawa* grounded, and, as the tide was falling, there was little hope of getting them off until its change, I determined therefore to push on in that vessel with the three armed launches of the *Wabash*. On approaching Fort Clinch, it was so evidently deserted that I would not stop, but merely sent Lieutenant G. B. White, of the *Ottawa*, on shore with an armed boat to hoist the American flag there as a signal to yourself at anchor outside in the *Mohican*. This he did and returned to the vessel later.

On coming in sight of Old Fernandina, a white flag was displayed by some persons on shore. Shortly after, and when passing New Fernandina, a few rifle shots were fired from some bushes and a railroad train was perceived just starting. As it was naturally supposed to contain soldiers escaping, I directed Lieutenant Commanding Stevens to try and stop it, and the road passing for some distance near the river, and we going at full speed, there was an opportunity of firing several shots at the two locomotives attached to the train, which, however, did not prevent its escape across the railroad bridge, which is 4 miles from the town, and it was soon lost in the woods on the other side. We afterwards found on the track the bodies of two men who had been killed by our shots, one of whom was a soldier, and the report was that ex-Senator Yulee, who was on one of the cars, had also been struck, but this, I think, was a mistake.

In the meantime, a small steamer was discovered attempting to escape up the narrow creek over which the railroad bridge passes, the draw of which she went through very soon after the train had crossed. Several shots were fired at her without effect, and as the *Ottawa* could not go up the creek, Commander Rodgers followed her with two of his armed boats, captured and brought her alongside. She was found to be filled principally with women and children, but also had on board a surgeon in the Confederate Army and a number of mules and wagons belonging to the Quartermaster's Department.

As everything had been done now that could be in this direction, and as it was quite dark, being near 8 o'clock, we returned off the town of Fernandina, where I left the *Ottawa* and went on board of the steamer that we had captured for the purpose of returning with a pilot to bring up the *Pawnee* and *Huron*.

Soon after Commander Rodgers, with the *Ottawa*, proceeded to occupy the town of St. Mary's, Ga., a small place on the St. Mary's River, distant 10 miles from here, and where we supposed some of the guns removed from Fort Clinch had been taken.

Owing to various detentions, I was not able to reach the *Pawnee* until midnight, or to bring her up until daylight, when, with the *Huron*, I anchored off this town.

During the night an armed launch of the *Wabash*, under charge of Acting Master R. H. Lamson, had been left for the protection of the railroad bridge, the draw of which had been opened. Toward morning, however, a number of soldiers came down, and under cover of the bushes set the farther end on fire. They were repeatedly fired on and driven off, but succeeded in very much injuring its western portion. On seeing the smoke, I sent the *Huron* up to prevent the remaining part from being injured, in which Lieutenant Commanding Downes was successful.

The batteries on and near Fort Clinch on the southern part of Cumberland Island and at New Fernandina, although many guns have been removed, might have offered most serious obstacles to our approach, as will be seen by my detailed report of them. They were, however, being rapidly disarmed, in obedience to orders from the War Department, but it was determined to defend them from any attack by sea until the place could be regularly evacuated, and the bar being a very intricate one, and well under fire, they might have given us a great deal of trouble had our advance been made from that side.

At 8 o'clock of the night previous to my arrival, however (the 2d), a telegram came from Brunswick, mentioning that 24 of our armed vessels were in Cumberland Sound. This news seems to have produced a perfect panic, as by 12 o'clock the next day the garrison, which consisted of 1,500 men, as well as almost all of the inhabitants, had gone off.

Shortly after bringing up the *Pawnee*, and at about 7 o'clock this morning, I occupied the town with our marines and the *Wabash's* company of rifles and endeavored as much as possible to quiet the few people left and to prevent any injury to public or private property. Midshipman M. L. Johnson pushed along the railroad with some of his men, and in the course of the day brought in two locomotives and three railroad cars. He also collected and put a guard over a quantity of rosin, turpentine, and cotton, to prevent its being carried off or injured. At 9 o'clock the *Isaac Smith* arrived, when I immediately sent her out to communicate with your vessel, which she met, however, on the way in. The report of Commander Rodgers accompanies this, as well as a description of the defenses of the harbor and their armament.

In conclusion, I have only to express the great obligations that I am under to Commander Rodgers and Lieutenant Commanding Stevens. Except for the former and his boats we should scarcely have been able so readily to capture the steamer, and had it not been for the constant watchfulness and good management of the latter, his vessel would not have been able to follow the *Pawnee* so far as she did without a pilot, and thus at last enable us to act on the afternoon of the 3d, instead

of waiting for the next morning, which would otherwise have been necessary.

Very respectfully, your obedient servant,

P. DRAYTON,

Commander, Commanding Pawnee.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic [Blockading] Squadron.

Report of Commander Rodgers, U. S. Navy, regarding the capture of the steamer *Darlington* and the occupation of St. Mary's, Ga:

U. S. S. PAWNEE,

Fernandina, March 4, 1862.

SIR: I beg leave to report that after leaving the *Ottawa* I entered Kingsley's Cut, and proceeding rapidly to the railroad bridge with the second launch of the *Wabash*, passed through the draw, and just after dark captured the steamer *Darlington*, which was endeavoring to escape from Fernandina with military wagons, mules, forage, etc.

On board were several passengers with their baggage, and among them Assistant Surgeon H. G. Lungren, of the Confederate forces. We also captured a small schooner.

I left the second launch of the *Wabash* to secure the drawbridge and hold the passage during the night.

As soon as the prizes could be taken to Fernandina I left that place in the *Ottawa*, with the armed cutters of the *Wabash*, and reached the town of St. Mary's soon after midnight, which we at once proceeded to occupy.

At the time of our arrival the place was held by a picket of cavalry, which made its escape, but we seized their horses and equipments.

The greater part of the inhabitants had left the town; some, however, remain.

Leaving the *Ottawa* and one of the cutters of the *Wabash* in possession of St. Mary's, I have returned to Fernandina.

I have to thank Lieutenant Commanding Stevens for very cordial and efficient cooperation. Assistant W. H. Dennis, of the Coast Survey, accompanied me to St. Mary's and rendered me much valuable aid.

I am, very respectfully, your obedient servant,

C. R. P. RODGERS,

Commander.

Commander PERCIVAL DRAYTON, U. S. Navy.

Defenses of Fernandina.

FERNANDINA, March 4, 1862.

No. 1. Fort Clinch: A brickwork, the front of which alone is finished and consists of a parapet for guns en barbette with chambers underneath, loopholed for muskets; is capable in its present state of mounting twenty guns, but its actual armament is only as follows:

Caliber.	Weight.	Marks.	Carriage.	Remarks.
	<i>Pounds.</i>			
32-pounder	7,161	J. R. A. & Co. T. F.	Seacoast	Spiked.
Do.....	7,161		do	Do.
Do.....	6,000	1820.	do	Do.
Do.....	6,000		do	Do.
Do.....	6,000		do	Do.
Do.....	6,000		do	Do.
VIII-Inch	8,800	J. R. A. & Co. B. F.	None	Do.
Do.....	8,730		do	Do.
32-pounder	7,000			
Rifle 120-pounder.....	14,720	J. R. A. & Co	None	On a sling cart for removal.

2. A series of earthworks, beginning a quarter of a mile seaward of the fort, and capable of mounting 19 heavy guns, which command all the turns of the channel coming in from sea, protected by traverses from enfilade, and with ovens for heating shot.

3. Earthworks at New Fernandina: Four guns well protected by earthworks, as follows:

Caliber.	Weight.	Marks.	Carriage.	Remarks.
	<i>Pounds.</i>			
32-pounder	5,000	No. 26, W. P. S.	Seacoast.....	Spiked and carriage burned.
Do.....	5,000	No. 37.	do	Do.
Rifle 80-pounder.....	9,150	J. R. A. & Co., T. F.	do	Do.
32-pounder	6,000	McC. W. & Co., P. P. F. 1836.	do	Do.

4. South point of Cumberland Island: A long unfinished earthwork, intended to mount at least twelve guns, but only prepared as yet for four, which have been removed. Among them were a rifle gun of 120 pounds and one of 40, judging from the shells found in the battery.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron, Fernandina.

After a careful examination, I find that there were nineteen and not nine (as I first thought) places for guns between Fort Clinch and the seaward side of the island; guns had, I think, at some time been mounted in all of them, and a number of ovens for heating shot were conveniently placed. This would make the available defenses as follows:

Found at Fort Clinch	Guns. 10
Found at Fernandina	4
Found at Cumberland Island, circles for.....	4
Found outside of Fort Clinch, circles for.....	19

37

Very respectfully,

P. DRAYTON,
Commander.

Report of Lieutenant Downes, U. S. Navy, regarding an attempt to save burning bridge at Fernandina.

U. S. GUNBOAT HURON,
Fernandina, March 4, 1862.

SIR: I made an attempt this morning with my boats to extinguish the fire on the bridge, some of my boats landing on the left side of the

bridge at a considerable distance from the draw. I landed in my gig on the right-hand side and commenced extinguishing the flames, when the enemy showed himself on the edge of the woods, apparently having a post in the house situated there. As it was possible for him to cut off my return, I returned on board the ship and fired at the house, where we could still see the men there stationed.

There is depth of water sufficient for this vessel to approach within covering distance of the draw, but the channel is so very intricate and crooked that I did not like to venture my vessel therein. The arrival of the *Ellen*, however, gives me the means of performing the service for which I was sent here, and I have therefore retained her and am about proceeding farther up the creek in her.

The drawbridge is yet perfect, but all the piers, which are on fire, are destroyed. There is also a baggage car and, I think, a locomotive worth saving. A schooner lays farther up the creek, which I shall attempt to get out.

I am, respectfully, your obedient servant,

JOHN DOWNES,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Wright, U. S. Army, requesting him to occupy Fernandina, Fla.

FERNANDINA,
Tuesday, March 4, 1862—12 o'clock.

GENERAL: Will you send up and take possession? There is property on the railroad.

They were preparing to resist until night before last.

We captured the *Darlington* with the women and children.

A shell from the *Ottawa* killed some people (soldiers) making their escape by the cars.

In haste, yours, most respectfully,

S. F. DU PONT,
Flag-Officer.

Brigadier-General WRIGHT.

There is a Mississippi regiment at South St. Mary's, on the main.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Downes, U. S. Navy, cautioning him against mistakes in firing.

FLAGSHIP MOHICAN,
Fernandina Harbor, Monday, March 4, [1862].

SIR: In accordance with your suggestion, I have sent on shore to General Wright to send a company of soldiers to the protection of the locomotive, etc. They will go up the railroad from Fernandina, but you must be sure there is no mistake made in reference to them, and see that the *Ellen* does not fire into our people.

In haste, respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. DOWNES,
U. S. Gunboat Huron, off Railroad Bridge.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, to verify the report of the abandonment of fort on St. Simon's Island, Georgia.

FLAGSHIP MOHICAN,
Fernandina, Fla., March 5, 1862.

SIR: Before leaving Port Royal information reached me that the preparations of this expedition had caused the abandonment of the fort at St. Simon's Island, a very strong work, and that thirty cannon had been taken to Savannah.

This has been confirmed by two sources since.

You will therefore proceed with the *Mohican* under your command, taking with you the *James Adger*, Commander Marchand, and *Potomska*, Lieutenant Commanding Watmough, to St. Simon's Sound and Brunswick, approaching with proper caution to ascertain the correctness of the above reports.

You will recover the lenses belonging to the light-houses of Little Cumberland Island and St. Simon's, said to be in store at Brunswick.

After ascertaining the true condition of things at Brunswick you will dispatch the *James Adger* to report to me at Port Royal.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
U. S. S. Mohican.

Letter from Brigadier-General Wright, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, requesting aid for grounded transports.

HDQRS. THIRD BRIGADE, EXPEDITIONARY CORPS,
Fernandina, Fla., March 5, 1862.

SIR: I have just learned that the steam transport *Empire City*, which was got off last night, is again on shore, and that the *Belvidere*, which was sent to her assistance, is also ashore. The *Marion* has been sent to the assistance of the former and the *Boston* will be dispatched to aid the latter as soon as she can land her troops.

Can you lend some additional aid by sending me one or two of your light draft vessels at once? The weather looks threatening, and I fear the loss of the vessels unless they are promptly relieved.

Very respectfully, your obedient servant,

H. G. WRIGHT,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. Naval Forces, Flagship Mohican, Fernandina Harbor, Fla.

Letter from Brigadier-General Wright, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, forwarding information regarding Jacksonville and St. Augustine, Fla.

HDQRS. THIRD BRIGADE, EXPEDITIONARY CORPS,
Fernandina, Fla., March 5, 1862.

SIR: I have the honor to enclose a copy of the minutes of information obtained from Dr. Balsan, a Prussian by birth, but for many years a resident of Florida, whom I have met before and in whom I am disposed to rely with some confidence. He professes to be, and I believe

is, a Union man; and if to be believed, his information in regard to Jacksonville and St. Augustine is of interest at this juncture.

I have arranged to go out on the railroad as far as the drawbridge to-morrow morning, and on my return—before 12 o'clock, I hope—I will call on board the flagship to confer with you in regard to any further movements.

Very respectfully, your obedient servant,

H. G. WRIGHT,
Brigadier-General, Commanding Brigade.

Flag-Officer S. F. DU PONT,
Commanding Naval Forces, etc., U. S. S. Mohican.

[Enclosure.]

Dr. Balsan owns a place at Davies' Point, on the St. John's River, but has resided some two or three years in Fernandina; thinks the troops that left Fernandina are in ambush somewhere along the line of the railroad; says the country between this and Jacksonville is such as to preclude the successful march of a force across the country, and that the enemy will fall back and scatter on the approach of our troops, harassing them whenever an opportunity offers. Understands there are eight guns, some of them rifled, at the battery at the mouth of the St. John's River; but thinks the battery of no great value, owing to the want of traverses to the guns. Says it was not abandoned two weeks ago. At St. John's Bluff there are some six guns and perhaps forty men; doubts whether the guns have been mounted. Understands that the ordnance taken from this place, some twelve pieces, most of which was sent by railway, is to be put in battery at Dame's Point, on the St. John's River. Although a force can not successfully march upon Jacksonville, thinks that by water a small force would suffice for the capture of the place, where, at last accounts, there were but two companies. The battery on Talbot Island (Nassau Sound) is a small affair; Captain Haldy commands. Says not more than 10 feet water can be carried safely over the St. John's bar and up to Jacksonville. From Picolata to St. Augustine is a horse railroad, distance 18 miles. There are 600 men at St. Augustine, mostly from the town and surrounding country, who, he thinks, will not fight much. The people are tired of the war. There is a small battery on Anastasia Island, near the light-house; while at Fort Marion there is scarcely any ordnance, perhaps two or three guns, the rest having been sent to this and other points. Says the bar at St. Augustine is at present bad; not so good as that at the entrance of the St. John's River.

Letter from Flag-Officer Du Pont, U. S. Navy, to the Secretary of the Light-House Board, regarding the condition of the light-house on Little Cumberland Island.

FLAGSHIP MOHICAN,
Off the Town of Fernandina, March 5, 1862.

SIR: I have the pleasure to inform the Light-House Board that the light-house on Little Cumberland is in a perfect state of preservation. The lens was carefully taken down by the light-house keeper, who came to me in St. Andrew's Sound, and has impressed me very favorably by his spirit and loyalty. He thinks the lens at St. Simon's is with it at Brunswick, where I hope to recover the same.

The Light-House Board is aware that the light-house on St. Simon's was destroyed by the rebels.

A large number of buoys have been recovered here. I see no moorings for them, however. The light-house is uninjured, but I have not yet discovered the apparatus.

In haste, yours, truly,

S. F. DU PONT,
Flag-Officer.

Captain T. A. JENKINS,
Secretary of the Light-House Board, Washington.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the joint occupation of Fernandina, Fla.

Confidential.]

NAVY DEPARTMENT, *March 6, 1862.*

SIR: The Department is very desirous that, in conjunction with an army force, you shall take possession of Fernandina, Fla., and hold it. You will therefore consult with General Sherman and accomplish this matter as soon as it can be done without detriment to the public interests in other directions. The Department does not intend that you shall abandon any undertaking now in progress, but leaves the time to your own excellent judgment.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order for the preservation of the property formerly belonging to General Nathanael Greene.

DUNGENESS HOUSE, *March 6, 1862.*

This property, belonging originally to General Nathanael Greene, a Revolutionary hero and a native of Rhode Island, is now the property of his grandson, Mr. Nightingale. It is hereby ordered and enjoined upon all who may visit the place to hold everything about the premises sacred, and in no case to disturb or take away any article without a special order from Commodore Du Pont or General Wright.

JOHN RODGERS,
Commander, U. S. Navy.

CHARLES STEEDMAN,
Commander, U. S. Navy.

Approved.

S. F. DU PONT,
Flag-Officer.

MARCH 8, 1862.

Report of Lieutenant Stevens, U. S. Navy, regarding the occupation of Fort Clinch and St. Mary's, Ga.

U. S. GUNBOAT OTTAWA, *March 7, 1862.*

SIR: Upon our arrival off St. Andrew's, I was directed by you to cross the bar at that place with the *Seneca*, *Huron*, *Pembina*, *Isaac Smith*, *Penguin*, *Potomska*, *Ellen*, and *McClellan* and anchor inside. This was successfully accomplished about nightfall of the 2d ultimo, this vessel anchoring about 2 miles from the point of Cumberland

Island, the *Potomska* anchoring just outside the bar, as a guide for the rest of the fleet to enter, as you directed.

The next morning, as I had orders not to engage any batteries, I made a reconnoissance in this vessel alone some distance into Cumberland Sound, and finding no batteries, anchored off the light-house and sent a boat on shore to hoist the flag upon it, making signals to the *Seneca* and *Pembina* to anchor near us. Joining the rest of the squadron as they passed up the sound, this vessel, by order of sailing, followed the *Pawnee*, the next morning, on our way to this place. The *Pawnee* grounding about 5 miles from Fernandina, Commanders Drayton and Rodgers came on board, the latter with the launch of the *Wabash*, and we proceeded alone in the *Ottawa* to the nearest attainable point to the railroad bridge, sending, as we passed Fort Clinch, Lieutenant White, the first lieutenant of this vessel, in the gig ashore to hoist the flag upon the fort, and proceeded to the accomplishment of the balance of the work, and succeeded in capturing the steamer *Darlington* and a pilot boat. This done, we were ordered to proceed immediately to St. Mary's, which we did, reaching the place about 1 o'clock, where we anchored, and Commander C. R. P. Rodgers, with the launch of the *Wabash* and the cutters of this vessel, landed and took peaceable possession. For more complete details for your information, I rely upon [the reports of] the senior officers, who were on board the *Ottawa*.

Upon the arrival of the *Isaac Smith* at St. Mary's, I proceeded in this vessel, under your instructions, on a reconnoissance up the St. Mary's River, and reached a point called Woodstock Mills, a distance of about 50 miles from this place, landing at the plantations of a Mrs. Campbell and that of a Mrs. Downes, a place called the Brick Yard, and at Woodstock Mills, owned and occupied by a Mr. Albertis, notifying those whom I met (which seemed to reassure them) of your intention to protect all peaceable citizens in their persons and property, and inviting those who had fled to return to their homes. I enclose herewith a copy of the communication I left with Mrs. Campbell and Judge Albertis to signify the same to the people generally.

Before leaving Woodstock Mills I learned through a negro that it was the intention of the rebels to cut us off with their light batteries and infantry of the Mississippi regiment who had been stationed here. When near the Brick Yard the enemy's riflemen attacked us in force from both sides of the river. I opened upon them with our battery, using grape and canister and small arms, killing and wounding a large number. The fire was kept up from both sides of the river (here about 100 yards wide) for about a mile, after which we [neither] saw nor heard anything more of them until just above the plantation of Mrs. Campbell, when, discovering a large body of cavalry about 1,200 yards ahead of us, I threw a few 10-second XI-inch shell among them, when they fled in great haste and confusion. Passing down the river about 3 miles farther, just where it debouches into the marshes, we discovered in ambush a body of the enemy, and before they had time to fire, gave them a round from the XI-inch loaded with canister, the two 24-pound howitzers, and the 12-pound howitzer of the *Wabash* (which I had taken on board before leaving), which was worked admirably, as indeed all the guns were. Very few of the enemy escaped this destructive fire. I enclose herewith a list of the casualties which occurred on board from the fire of the enemy, which was very accurate, as the various narrow escapes of both officers and men and the numerous bullet holes in the sides of the vessel will testify.

I am informed that some distance beyond the point I reached there are large quantities of turpentine on board of two steamers; the steamers can not escape. I saw also on the bank of the river the live-oak frame, complete, for a ship of 1,800 tons, ready for shipment, and a schooner, in very good order, of about 100 tons; but as the river is very narrow, and the turns following each other in quick succession, short and abrupt, I did not think it advisable to attempt to tow down so long a vessel. The live oak abounds for many miles along the river.

I am quite confident that our visit will be productive of good, both to those well disposed and to our enemies, who have been taught a lesson they will not soon forget. From my observation, such a thing as free speech among them is a tradition, and the reign of terror rules everywhere. Still, those I saw were very grateful for the assurances given, and I doubt not many of them will avail themselves of our protection.

Finally, permit me to commend to you the good conduct, uniform throughout, of both officers and men, and to thank through you Midshipman Pearson, of the *Wabash*, who commanded her cutter, for the valuable assistance he was always, in fire and out of fire, ready to render.

Very respectfully,

T. H. STEVENS,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, off Fernandina, Fla.

[Enclosure.]

U. S. GUNBOAT OTTAWA,
St. Mary's River, March 7, 1862.

Captain Stevens, of the U. S. gunboat *Ottawa*, is authorized by Flag-Officer Du Pont to assure the peaceable citizens living on the St. Mary's River that they will be protected in their persons and property; that it is his desire they should return to their homes, where nobody will come near to harm them.

T. H. STEVENS,
Lieutenant, Commanding.

Order of Flag-Officer Du Pont, U. S. Navy, to Assistant Boutelle, U. S. Coast Survey, regarding the buoying of the channel to Fernandina and Brunswick.

FLAGSHIP PAWNEE,
Fernandina Harbor, March 7, 1862.

SIR: On the receipt of this order you will immediately proceed with the *Bibb* to this place, with a proper supply of buoys, to mark out the channel to Fernandina and to Brunswick.

The utmost dispatch is necessary, as I consider the bar a very dangerous one. In my absence you will please report to Commander Drayton.

The buoys taken up here are in good preservation, but without moorings. I think, however, that ear wheels, many of which can be had here, will answer the purpose. I see no chains.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain C. O. BOUTELLE,
Asst. U. S. Coast Survey Steamer Bibb, Port Royal.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Wright, U. S. Army, regarding proposed expedition of gunboats up the St. John's River.

FLAGSHIP PAWNEE,
Fernandina Harbor, March 7, 1862.

GENERAL: I have maturely considered since I saw you this morning the views we expressed in reference to the expedition of gunboats up the St. John's River, and have come to the conclusion, if it should be in accordance with your views, that a battalion should be embarked on board of your lightest draft transport to accompany the expedition, as it might be desirable for them to occupy for a short time points on the river, and perhaps Jacksonville itself, for a few hours until a reconnaissance of the same should be made, to return, of course, when this should be accomplished, with the gunboats.

I think it will be necessary for them to be embarked by 10 o'clock in the morning, as I purpose sending the expedition of boats out by the midday flood.

Will you please direct the commanding officer to place himself in official relation with Commander J. R. Goldsborough, now off St. John's, to whom the gunboats will be ordered to report.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Brigadier-General WRIGHT.

Letter from Brigadier-General Wright, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding expedition up St. John's River.

HDQRS. THIRD BRIGADE, EXPEDITIONARY CORPS,
Fernandina, Fla., March 7, 1862.

SIR: I will at once issue orders to the Fourth New Hampshire Regiment to embark on the transport *Boston* early to-morrow morning, and presume everything will be in readiness for moving by 10 o'clock a. m.

Instructions will be given to the commanding officer to place himself in official relations with Captain Goldsborough, as you suggest, for the purposes of the expedition.

Very respectfully, your obedient servant,

H. G. WRIGHT,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Squadron, Fernandina Harbor, Fla.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Stevens, U. S. Navy, for reconnaissance in the St. John's River as far as Jacksonville.

FLAGSHIP PAWNEE,
Fernandina Harbor, March 7, 1862.

SIR: I desire that the St. John's River should be examined as far as Jacksonville, and I send all the light-draft vessels which can possibly, by my information, cross the bar of St. John's. I consider it a reconnaissance in force, not knowing whether any batteries have been erected since the evacuation of Fernandina, and I wish you to penetrate, under a sound discretion, as far as Jacksonville.

I have requested Brigadier-General Wright to send a battalion of troops in a light-draft transport to accompany the expedition, and have desired him to direct the commanding officer to put himself in official relations with you. These troops may be of service in holding temporarily points after you pass, or more particularly to enable you to examine the condition of things in Jacksonville, taking any public property that may be there, destroying such as you may not be able to carry off that may be of military importance to the rebels, but respecting to the utmost private property. It is impossible for me to go further into details with my present knowledge, but I rely upon your judgment and discretion to carry out effectively the general objects of the expedition. It is not my intention to occupy any point on St. John's River, and I expect the troops to return with you.

If the blockade of St. John's can be maintained inside the bar sufficiently by one vessel, you will leave on your return the *Isaac Smith*, giving Lieutenant Commanding Nicholson the command in that river, to report as opportunity may offer to Commander Drayton at Fernandina, who is the senior officer on the coast of Florida and the adjacent coast and waters of Georgia up to St. Simon's.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding STEVENS,
U. S. Gunboat Ottawa.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Stevens, U. S. Navy, Commanding U. S. S. *Ottawa*, to report for duty off the bar of St. John's River.

FLAGSHIP PAWNEE,
Fernandina Harbor, March 7, 1862.

SIR: You will please prepare the *Ottawa* to be in all respects ready to proceed by the noonday tide to-morrow with the *Seneca*, *Pembina*, *Isaac Smith*, *Huron*, and *Ellen*, off the bar of St. John's, and report to Commander John R. Goldsborough, of the *Florida*, senior officer present.

I send you Acting Master Dickinson as pilot for the St. John's.
Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Lieutenant Commanding T. H. STEVENS,
U. S. Gunboat Ottawa, Fernandina.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Budd, U. S. Navy, for the return of articles belonging to Confederate prisoner of war.

FLAGSHIP PAWNEE,
Fernandina Harbor, March 7, 1862.

SIR: I am informed that a small schooner containing the effects of a medical officer of the Confederate Army and those of his wife, left near the railroad bridge by Commander C. R. P. Rodgers, was boarded by you and more or less of these articles taken from her.

You will please let me know if such is the fact, and should any of these things from her, having been considered a prize, have found

their way on board the *Ellen*, you will see that they are instantly returned to Dr. Lungren, a prisoner of war, whose private chattels should be respected.

As a prize, you must be aware that the provisions of the VIIIth Article of War are very strict against touching anything found therein.

I understand that Dr. Lungren, having permission, visited your ship, and was rudely treated by you. I desire explanations on this head also.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master WM. BUDD,
U. S. S. Ellen, Fernandina.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. *Keystone State*, for a reconnoissance off St. Augustine.

FLAGSHIP PAWNEE,
Fernandina Harbor, March 8, 1862.

SIR: On the receipt of this order you will please proceed with the *Keystone State* under your command off St. Augustine and make such reconnoissances with your boats as will enable you to gain information of the condition of things there.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander W. E. LE ROY,
U. S. S. Keystone State.

Report of Flag-Officer Du Pont, U. S. Navy, regarding operations in St. Mary's and St. John's rivers.

Unofficial.]

FLAGSHIP WABASH,
Off St. John's, March 9, 1862.

MY DEAR SIR: I sent an official dispatch, dated the 4th instant, to the Department, detailing events up to that time. The gunboat *Ottawa*, on the same day, ascended the St. Mary's River about 50 miles above its mouth without meeting any resistance. On her return, however, she was fired upon repeatedly by riflemen on the shore, whereby four of her men were wounded. She replied with grape and canister, killing and wounding a number of the enemy.

Fernandina is entirely in the possession of the army and St. Mary's is commanded by the *Penguin*, rendering resistance on the part of the rebels useless.

I dispatched yesterday the gunboats *Ottawa*, *Seneca*, *Pembina*, *Huron*, and the steamers *Isaac Smith* and *Ellen* to St. John's River, with directions to proceed up that river as far as Jacksonville, to which point it is said the enemy have retreated.

I intend also to send a vessel or two to St. Augustine, where, according to reliable information, there is but a small force of the enemy, who are not anxious to fight against us.

As soon as I can give the results of these expeditions I will write to the Department in full, though I may say in confidence that I have no doubt we have entire possession of the whole coast of Florida, as well as that of Georgia.

Respectfully and truly, yours,

S. F. DU PONT,
Flag-Officer.

P. S.—I have just communicated with the gunboats. Lieutenant Commanding Stevens reports three batteries at the mouth of St. John's River with guns in them, but deserted.

S. F. D. P.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Brigadier-General Wright, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding orders issued for cooperative expedition to St. Augustine.

HEADQUARTERS, *March 9, 1862.*

MY DEAR COMMODORE: I send the minutes of an examination of a contraband recently from Jacksonville, who was sent in by the pickets yesterday. It is the same information of which I spoke to you this morning.

I also send a letter for Colonel Whipple, commanding troops on the *Boston*, instructing him to accompany the naval force to St. Augustine and to leave there, say, two companies, if you conceive it desirable that the place be garrisoned. May I ask that the letter be sent on board the *Boston* to Colonel Whipple?

Very respectfully and truly,

H. G. WRIGHT.

Flag-Officer DU PONT,
Commanding Naval Forces, etc.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Wright, U. S. Army, recommending the return of Lieutenant-Colonel Holland, C. S. Army, and others, by flag of truce.

FLAGSHIP WABASH,
Off' St. John's, March 9, 1862.

GENERAL: The *Boston* having put on board the gunboats the troops intended for the expedition up the St. John's, owing to the threatened change of weather, I have concluded to send by her Lieutenant-Colonel Holland, adjutant-general of Florida, and the six men accompanying him, who were taken by one of our cruisers when approaching under a flag of truce, and were detained for some days under unavoidable circumstances.

In accordance with your views and mine, I recommend that he be sent under a flag of truce beyond our lines with his men.

He has been a guest in my cabin, and you will find him an intelligent and candid gentleman.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Brigadier-General WRIGHT.

Report of Commander Drayton, U. S. Navy, regarding the return by flag of truce of Lieutenant-Colonel Holland, C. S. Army, and others.

U. S. S. PAWNEE,
March 11, 1862.

DEAR SIR: I have delivered the colonel and his six men to General Wright, who desires me to say that he will send him out with a flag of truce at once. A deserter came in this morning from the Mississippi regiment. He is a native of Maine, but says had they known it he would have been hung in an hour. There were in it [the regiment] about 440 men, all of whom left two days since for Baldwin. The bridge, 4 miles from here, they burned, and he says there is not now a soldier this side of Baldwin. It was two companies from their camp who attempted to intercept the *Ottawa*. He saw them go out and come in. They said that they drove off the gunboat and killed her men; they had no one hurt. The Florida regiment which was in garrison here had a park of artillery; the Mississippi [regiment] none. I took the general yesterday to St. Mary's, where I went to see [acting master] Budd, who was exercised by the large discretion you had given him. I, however, set everything right.

* * * * *

St. Mary's is perfectly quiet, and not a white now left there, I think.

The *Ben De Ford* came in yesterday, bringing news to the 3d, a paper of which date I send. Nothing of particular importance has occurred, except taking of Nashville.

Very truly,

P. DRAYTON.

Flag-Officer S. F. DU PONT,
Wabash.

Report of Lieutenant Balch, U. S. Navy, commanding U. S. S. Pocahontas, regarding the occupation of St. Simon's Island.

U. S. S. POCAHONTAS,
Saint Simon's Sound, Georgia, March 9, 1862.

SIR: I have the honor to report that I proceeded in obedience to your order of this date with the launch, armed with a howitzer, and the second cutter of this ship, with the marines and an armed cutter from the *Mohican*, to take possession of St. Simon's Island, on which we landed, instantly throwing out pickets, and taking every precaution against surprise.

This done, I took formal possession of St. Simon's Island, hoisting the American flag on one of the batteries thrown up by the rebels. On inspecting the two batteries on that island we found them to consist of strong earthworks, and so arranged as to command the approach to St. Simon's Sound, and in my judgment well adapted to the purpose and capable of offering strong resistance to the ingress of an enemy of considerable force.

There are twelve embrasures in the two batteries and numerous and well-constructed magazines, furnishing ample room for a large supply of ammunition. We, however, found no guns mounted, but picked up on the beach a X-inch solid shot, which we brought on board.

I herewith enclose a plan* of the batteries drawn by Master Lloyd Phoenix, who had charge of the howitzer and launch on the occasion,

* Not found.

to whom I am indebted for so good an illustration of the defenses of St. Simon's Island.

After inspecting the batteries we proceeded to the residence of Mr. King, but found no one there and took care to enter no house but such as offered an easy entrance, and, furthermore, scrupulously abstaining from either injuring or taking anything from the buildings, thus furnishing no just cause of complaint on the part of the rebels.

Having finished the duty assigned us, the pickets were drawn in, the command embarked, and we returned to our respective ships.

Before leaving the anchorage the flag which had been hoisted by us on the batteries was hauled down by your direction, that it might not fall into the hands of the enemy.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,

Lieutenant, Commanding Pocahontas.

Commander S. W. GODON,
U. S. S. Mohican.

Report of Lieutenant Balch, U. S. Navy, regarding the occupation of Brunswick, Ga.

U. S. S. POCAHONTAS,
Off Brunswick, Ga., March 10, 1862.

SIR: I have the honor to report that I proceeded this day in obedience to your order with the launches, armed with howitzers, and the boats of the *Mohican* and *Pocahontas*, covered by the battery of the *Potomska*, Lieutenant Commanding Watmough, to land and take possession of the town of Brunswick, Ga., which we did, meeting with no resistance whatever.

We hoisted the American flag on the Oglethorpe House and posted on that house your proclamation to the inhabitants of Brunswick; from thence we proceeded through the town, searching for public property, in which we were, however, not successful, nor did we discover any trace of the lenses for the light-house, for which you directed me to search.

We found the town entirely deserted by its inhabitants and nearly all property possible to be removed taken away.

Glynn County Academy, an institution under the care of the Presbyterian Church, was visited by us, in which we found a number of philosophical instruments, maps, and school books, which were left as we found them. This was the practice of all under my command in our search through the town, thus furnishing no cause for a charge against us of destroying or taking any private property. On the academy building we posted a copy of your proclamation to the inhabitants of Brunswick.

We visited the town hall, on which another copy of your proclamation to the inhabitants of Brunswick was posted, and I beg leave respectfully to state officially that the command abstained entirely from interfering with private property of any kind, thus fulfilling the requirements of your general order of the 9th instant in reference thereto.

To the officers and men comprising the occupying force I tender my sincere thanks for their promptness, ready obedience, and energy by which we successfully accomplished the duties assigned us.

Having accomplished the duties assigned us, and having hauled down the flag which we had hoisted on the Oglethorpe House on taking pos-

session, that it might not fall into the hands of the enemy, we embarked and returned on board of our ships.

Very respectfully, your obedient servant,

G. B. BALCH,

Lieutenant, Commanding Pocahontas.

Commander S. W. GODON,

Commanding U. S. Naval Force off Brunswick, Ga.

Report of Lieutenant Miller, U. S. Navy, regarding the occupation of the batteries on Jekyl Island.

U. S. S. MOHICAN,

Brunswick Harbor, Ga., March 10, 1862.

SIR: In obedience to your order of yesterday, I landed with the rifle company and marines of this vessel and hoisted the flag over the rebel batteries on Jekyl Island, guarding St. Simon's entrance.

I found the principal battery to be the one situated farther seaward and intended to defend the main channel. It is a strong bombproof work, constructed of palmetto logs, sand bags, and railroad iron, well supported and braced from the interior with massive timbers.

It is capable of fighting three casemated guns; guns had been mounted in each of the three embrasures, but they with their carriages and all the ammunition had been removed by the enemy. The magazine I found entirely empty.

Another work about 500 yards landward I found to consist of two casemates similarly but not so carefully constructed as the first; also earthworks capable of mounting guns en barbette; four guns had been mounted on this work, all of which, with their carriages, ammunition, etc., had been removed. I found a magazine and hot-shot furnace attached.

I dispatched a scouting party to ascertain if possible if any of the enemy remained on the island. A number of log huts on a deserted camp ground were the only signs of the enemy they discovered.

Your obedient servant,

H. W. MILLER,

Lieutenant, U. S. Navy.

Commander S. W. GODON,

U. S. S. Mohican.

Report of Commander Le Roy, U. S. Navy, regarding a reconnoissance at St. Augustine.

U. S. S. KEYSTONE STATE,

At Sea, Monday Evening, March 10, 1862.

SIR: In obedience to your order of the 8th instant, I proceeded off St. Augustine, anchoring about 9 o'clock the same evening. On Sunday morning I started a boat inshore to make a reconnoissance, following along with the ship so as to cover her in the event of her being fired upon. No signs of a human being could be seen on shore, the town seeming to be entirely deserted, as also the fort. Owing to the heavy swell and surf it was impossible to find the entrance to the harbor, and I accordingly came to anchor again, hoping for a smoother time. This morning again I ran in and anchored; and at 1 p. m. dispatched two boats provided with buoys to mark the bar and entrance,

but, owing to the heavy surf breaking, the boats were unable to effect anything, although at one time close in with the beaches to the southward of the light-house. No smoke was to be seen issuing from any of the houses, no colors flying on the fort, nor any evidence to induce the belief that a single human being was in the place. There seemed to be some few guns en barbette on the fort commanding the entrance, but none could be discovered on any other part.

A little before 8 p. m. Lieutenant Commanding Downes joined me, and at 8:30 I left in obedience to the orders he brought me to join you off St. John's.

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

W. E. LE ROY,
Commander.

Flag-Officer SAMUEL F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

[Telegram.]

BALTIMORE, March 10, 1862.

The U. S. S. *Alabama*, Captain Lanier, arrived here this morning direct from Fernandina, Fla., bringing Captain Davis, late fleet captain of South Atlantic Squadron, as bearer dispatches from Commodore Du Pont to Navy Department, announcing capture Fernandina and Brunswick by fleet under his command. We are indebted to Captain Davis for an outline of operations of fleet since it left Port Royal, about 1st of March, on what was announced as an important expedition, the place of destination having been concealed at request of Government. The first point of coast approached by the fleet was the town of Brunswick, Ga.; the enemy abandoning their works and precipitately flying at the approach of the gunboats, it was taken possession of and gunboats left in charge. This gives our Government control of the whole coast of Georgia from South Carolina to Florida. Brunswick being disposed of, the fleet moved 20 miles farther to Cumberland Sound, the entrance to harbor of Fernandina, Fla. The fleet entered Cumberland Sound in the following order: *Mohican* (flagship, Commodore Du Pont), *Ottawa*, *Seminole*, *Pawnee*, *Flag*, *Bienville*, *Alabama*, *James Adger*, *Florida*, *Seneca*, *Huron*, and *Pembina*. They were followed by small armed steamers *Isaac Smith*, *Potomska*, *Penguin*, and *Ellen*. Next came armed revenue-cutter *Henrietta*, armed transport *McClellan*, followed by transports *Empire City*, *Boston*, *Belvidere*, *Star of South*, *George's Creek*, and brig *General Wright*, all loaded with troops under command of General Wright.

When the expedition came in sight of Fort Clinch the rebels were discovered making hasty flight, and fired two or three random shots from barbette guns of the fort. The shells of fleet, however, caused a hasty evacuation, and Fort Clinch was immediately taken possession of and the flag of the Union raised on old staff which has been so long disgraced by traitors' colors. This is first of the old Southern forts of the Union that has been recovered since the proclamation of the President declaring that they must all be restored to the Union. As the fleet approached the fort a train of cars was observed leaving Fernandina, and, as the track runs some 3 miles along shore of sound, Commodore Du Pont sent one of the gunboats in pursuit of her. An exciting race took place, the steamer throwing shells at the flying train, some of

them falling in such close proximity that some of the fleeing rebels jumped from it and took to the bush. Among the latter is said to have been late Senator Yulee, of Florida, accompanied by his servant. The train of course outran the gunboat and escaped. The old casemated Fort Clinch having been taken possession of, the flag was also speedily raised from the eight rebel earthworks abandoned by the enemy. Twelve large guns fell into our possession, including one immense rifled gun of 120-pound caliber. Five of them were found in Fort Clinch and the others were in the earthworks. They had hastily removed a portion of their guns which were said to be at St. John's, farther up sound. An expedition was preparing to go up to capture them when the *Alabama* sailed. Considerable ammunition was also captured, and the same evening the rebel steamer *Darlington*, loaded with wagons, ammunition, and camp equipage, was also captured while endeavoring to escape. The expedition accomplished its mission on the 4th March, the anniversary of the inauguration of President Lincoln. Troops of General Wright were landed and Commodore Burnside [Du Pont] handed over to his possession the forts and earthworks, which were quickly garrisoned. Most of the male inhabitants of Fernandina had fled, and the city was also taken possession of. This has been one of the most useful ports to rebels, a large number of vessels having run the blockade here.

FULTON.

Captain G. V. Fox,
Assistant Secretary of Navy.

Report of Commander Lanier, U. S. Navy, commanding U. S. S. *Alabama*, of the arrival of that vessel at Baltimore from Fernandina, Fla., with dispatches and prisoners.

U. S. S. ALABAMA,
Baltimore, March 10, 1862.

SIR: I have the honor to report the arrival of the U. S. S. *Alabama* at this place with Fleet Captain Charles H. Davis, bearer of dispatches.

I have on board two prisoners of war, sent from Fernandina by Flag-Officer Du Pont. I await instructions from the Department for their disposition.

I am, respectfully, your obedient servant,

E. LANIER,
Commander.

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

Order of Lieutenant Stevens, U. S. Navy, regarding the movement of vessels participating in reconnoissance of St. John's River.

U. S. GUNBOAT OTTAWA,
St. John's River, Florida, March 11, 1862.

The vessels will move at daylight, taking precedence according to rank. Should it be necessary to engage the enemy the vessels will form in line ahead at a distance of a cable's length.

The first repeater at the fore will be signal for all armed boats of the *Wabash*, with the land forces on board the respective vessels, to repair on board the *Ottawa*. No boat will land without permission of the senior officer commanding, whose motions are to be followed.

T. H. STEVENS,
Lieutenant, Commanding.

Report of Lieutenant Balch, U. S. Navy, regarding reconnoissance in Turtle River, Georgia.

U. S. S. POCAHONTAS,
Off Brunswick, Ga., March 11, 1862.

SIR: I have the honor to report that in obedience to your order of the 10th instant, this ship and the *Potomska*, Lieutenant Commanding P. G. Watmough, proceeded up Turtle River to the head of navigation, both vessels anchoring off a bulkhead in the river where but 9 feet of water could be found, and where even that depth of water was in an extremely narrow channel and offering so many difficulties to our farther progress up the river that we concluded the advantages to be derived from a further effort to ascend were not such as to lead us to incur the danger of delay in getting aground and perhaps preventing us from rendering more important services elsewhere. The *Potomska*, being of somewhat lighter draft, preceded this ship, and we met with no difficulty in ascending the river to the head of navigation.

Along the banks of Turtle River we could see the embankments of a railroad and a train from Brunswick passing over it as we ascended the river.

The Coast-Survey chart which I had was found very accurate as far as it went but did not take us up the whole distance.

To Lieutenant Commanding Watmough I feel under obligations for his zeal and energy and skill, as also to Mr. Haffards, who acted as pilot.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Lieutenant, Commanding Pocahontas.

Commander S. W. GODON,
Commanding U. S. Naval Force, Brunswick, Ga.

Detailed report of Commander Rodgers, U. S. Navy, regarding the occupation of St. Augustine, Fla.

U. S. FLAGSHIP WABASH,
Off St. Augustine, Fla., March 12, 1862.

SIR: Having crossed the bar with some difficulty, in obedience to your orders I approached St. Augustine under a flag of truce, and as I drew near the city a white flag was hoisted upon one of the bastions of Fort Marion.

Landing at the wharf, and enquiring for the chief authority, I was soon joined by the mayor and conducted to the city hall, where the municipal authorities were assembled.

I informed them that having come to restore the authority of the United States, you had deemed it more kind to send an unarmed boat to inform the citizens of your determination than to occupy the town at once by force of arms; that you were desirous to calm any apprehension of harsh treatment that might exist in their minds, and that you should carefully respect the persons and property of all citizens who submitted to the authority of the United States; that you had a single purpose—to restore the state of affairs which existed before the rebellion.

I informed the municipal authorities that so long as they respected the authority of the Government we serve, and acted in good faith, municipal affairs would be left in their hands so far as might be consistent with the exigencies of the times.

The mayor and council then informed me that the place had been evacuated the preceding night by two companies of Florida troops, and that they gladly received the assurances I gave them, and placed the city in my hands.

I recommended them to hoist the flag of the Union at once; and in prompt accordance with this advice, by order of the mayor, the national ensign was displayed from the flagstaff of the fort.

The mayor proposed to turn over to me the five cannon, mounted at the fort, which are in good condition and not spiked, and also the few munitions of war left by the retreating enemy.

I desired him to take charge of them for the present, to make careful inventories, and establish a patrol and guard, informing him that he would be held responsible for the place until our forces should enter the harbor.

I called upon the clergymen of the city, requesting them to reassure their people and to confide in our kind intentions toward them.

About 1,500 persons remain in St. Augustine, about one-fifth of the inhabitants having fled.

I believe that there are many citizens who are earnestly attached to the Union, a large number who are silently opposed to it, and a still larger number who care very little about the matter. I think that nearly all the men acquiesce in the condition of affairs we are now establishing.

There is much violent and pestilent feeling among the women. They seem to mistake treason for courage, and have a theatrical desire to figure as heroines.

Their minds have doubtless been filled with the falsehoods so industriously circulated in regard to the lust and hatred of our troops.

On the night before our arrival a party of women assembled in front of the barracks and cut down the flagstaff, in order that it might not be used to support the old flag.

The men seemed anxious to conciliate us in every way.

There is a great scarcity of provisions in the place. There seems to be no money except the wretched paper currency of the rebellion, and much poverty exists.

In the water battery at the fort are three fine army 32-pounders of 7,000 pounds and two VIII-inch seacoast howitzers of 5,600 pounds, with shot and some powder. There are a number of very old guns in the fort, useless and not mounted. Several good guns were taken away some months ago to arm batteries at other harbors.

The garrison of the place went from St. Augustine at midnight on the 10th for Smyrna, where are said to be about 800 troops, a battery, the steamer *Carolina*, and a considerable quantity of arms and ammunition.

I am led to believe that Mosquito Inlet, upon which Smyrna is situated, has been much used for the introduction of arms from the Bahamas.

It is very positively stated that the governor has ordered the abandonment of east Florida, and proposes to make a stand near Apalachicola.

When I attempted to return to the *Wabash* at 5 p. m. the breakers had become so heavy as to render the bar absolutely impassable, though I had secured the services of the best pilot in the port.

I crossed them this morning with much difficulty, having remained in the town all night.

Mr. Dennis, of the Coast Survey, who accompanied me, rendered me much valuable aid.

I have the honor to be, very respectfully, your obedient servant,
 C. R. P. RODGERS,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, suggesting the continued presence of gunboats in the St. John's River.

HEADQUARTERS EXPEDITIONARY CORPS,
Off' Port Royal, March 12, 1862.

COMMODORE: I understand that St. John's Bluff is not occupied and that no armament is at that point. I would respectfully suggest that a few gunboats be kept in St. John's River to prevent the occupation of that point, and also to prevent any of the guns brought away from Fernandina from being sent to St. Augustine. A watch upon Jacksonville will prevent this. General Wright has orders to land force at Picolata and march on St. Augustine.

With a few more gunboats in St. Augustine Harbor and the St. John's also guarded by gunboats, Fort Marion and St. Augustine Barracks are ours.

I was in Savannah River yesterday. Everything straight.

A refugee came in from Savannah and brought a paper of the 10th. Stirring accounts of a naval fight at Fort Monroe, but do not believe the results arrived at.

Yours, truly and respectfully,

T. W. SHERMAN,
Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding, etc., Fernandina, Fla.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Downes, U. S. Navy, commanding U. S. S. Huron, to hold St. Augustine.

FLAGSHIP WABASH,
Off' St. Augustine, Fla., March 12, 1862.

SIR: As soon as you can, with safety to your vessel, I desire you to cross the bar and hold possession of St. Augustine.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. DOWNES,
U. S. Gunboat Huron, off' St. Augustine.

Letter from Lieutenant Ammen, U. S. Navy, to Mr. Daniel, threatening demolition of his house unless recognition be given to the flag.

U. S. GUNBOAT SENECA,
Off' Jacksonville, Fla., March 13, 1862.

SIR: Your want of acknowledgment of the power and authority of the United States in not hoisting a white flag or our ensign on our passing your plantation yesterday was observed.

As the purpose of a force in these waters is to establish our authority, a want of respect to the flag will not be tolerated.

On our passing down the river your conduct will be observed, and if you have failed to show a necessary acknowledgment of our presence your house will be demolished by shelling.

Very respectfully,

DANL. AMMEN,
Lieutenant, Commanding off Jacksonville, Fla.

Mr. DANIEL, OR AGENT,
St. John's River.

Detailed report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 13, 1862.

SIR: In my dispatch of the 4th instant I had the honor to inform the Department of the fall of Brunswick, Ga., the capture of Fernandina, Fla., of the town of St. Mary's, and the river of that name, one of the boundaries between these States, Cumberland Island and Sound; in short, the coast and inland waters from St. Simon's southward.

I forward herewith interesting reports* from Commander Drayton and Commander C. R. P. Rodgers, detailing the circumstances attending the capture of Fernandina and St. Mary's and an interesting extract from the report of Lieutenant Commanding Stevens of a reconnoissance in the *Ottawa* up the river St. Mary's, which reports had not reached me when my dispatch was sent.

Having on the 7th dispatched a division of my force to hold Brunswick, consisting of the *Mohican*, *Pocahontas*, and *Potomska*, under Commander Godon, I shifted my flag from the first-named vessel to the *Pawnee* and organized another squadron of light vessels, embracing the four regular gunboats *Ottawa*, *Seneca*, *Pembina*, and *Huron*, with the *Isaac Smith* and *Ellen*, under Lieutenant Commanding T. H. Stevens, to proceed without delay to the mouth of the St. John's River, cross, if possible, its difficult and shallow bar, feel the forts if still held, and push on to Jacksonville; indeed, to go as far as Palatka, 80 miles beyond, to reconnoiter and capture river steamers. This expedition was to be accompanied by the armed launches and cutters of the *Wabash*, under Lieutenants Irwin and Barnes, and by a light-draft transport, with the Seventh New Hampshire Regiment.

After arranging with Brigadier-General Wright our joint occupation of the Florida and Georgia coasts, including protection from injury to the mansion and grounds of Dungeness, on Cumberland Island, originally the property of the revolutionary hero and patriot, General Greene, and still owned by his descendants, and leaving Commander Percival Drayton in charge of the naval force, I rejoined this ship, waiting for me off Fernandina, and proceeded with her off St. John's, arriving there on the 9th.

The gunboats had not yet been able to cross the bar, but expected to do so the next day, the *Ellen* only getting in that evening. As at Nassau, which was visited by Lieutenant Commanding Stevens on his way down, the forts seemed abandoned.

There being no probability that the *Huron* could enter, I dispatched her off St. Augustine, where I followed her, arriving here on the 11th.

*See pp. 576, 578.

I immediately sent on shore Commander O. R. P. Rodgers with a flag of truce, having reason to believe that if there were any people on this coast likely to remain in their houses it would be at St. Augustine.

I enclose Commander Rodgers' most interesting report,* which I am sure the Department will read with satisfaction. The American flag is flying once more over that old city, raised by the hands of its own people, who resisted the appeals, threats, and falsehoods of their leaders, though compelled to witness the carrying off of their sons in the ranks of the flying enemy. This gives us possession of a second national fort of strength and importance.

Since writing the above I have received by the *Isaac Smith* the enclosed printed slip and report from Lieutenant Commanding Stevens of his operations in the St. John's River, giving details of great interest.

From Lieutenant Commanding Nicholson I learn with regret of acts of vandalism on the part of the rebel commanders (not the people) in setting fire to vast quantities of lumber and the sawmills in that region owned by Northern men supposed to have Union sympathies.

The *Isaac Smith* has arrived opportunely, as that vessel can get into St. Augustine, while it was doubtful whether the *Huron* could enter. The latter I send to Fernandina with dispatches to Brigadier-General Wright.

In all this varied and difficult service, having to contend with surf shores, dangerous bars, and inland navigation in an enemy's country, I think it due to the officers and men under my command to say that they have on all occasions displayed great spirit and ability, fully coming up to my requirements and expectations.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Lieutenant Stevens, U. S. Navy, regarding the occupation of Jacksonville.

U. S. GUNBOAT OTTAWA,

Off Jacksonville, March 13, 1862.

SIR: I succeeded in crossing the bar with this vessel, the *Seneca*, and *Pembina* the day before yesterday about 4 o'clock, having no water to spare under our keels. The [*Isaac*] *Smith* arrived half an hour afterwards, and crossed without a pilot. As it was necessary to make arrangements to land a company of soldiers for the protection of the guns before leaving the entrance of the river, I found it too late to move up to this place that evening. Near 10 o'clock I discovered large fires, bearing W. S. W., from the anchorage, which proved to be, on my arrival here, the burning of mills, houses, and property belonging to Northern men with suspected Union proclivities, burned by order of the rebel commander. I left Mayport yesterday, with the vessels named, for this point, ordering the *Ellen* to stop at St. John's Bluff and take on board the guns and munitions of war at that point, and afterwards to rejoin me here, which mission was successfully accomplished. We succeeded in reaching Jacksonville without difficulty, and at every house, saving one, found evidences of peaceful demonstrations of returning reason.

On our arrival at this place the corporate authorities, through S. L. Burritt, esq., came off with a flag of truce and gave up the town.

* See p. 595.

From conversation with intelligent citizens I find that the inhabitants are seeking and waiting for the protection of our flag; that they do not fear us, but their own people, and from the occupation of this important point I am satisfied, if our opportunities are improved, great results will follow. Many of the citizens have fled, many remain, and there is reason to believe most of them will return. I send this communication by Captain Nicholson, who will be able to inform you fully of the actual condition of things. I would respectfully request an addition to the land forces from Fernandina, or any other point, and authority to leave two vessels here. The land forces are in want of provisions. I leave this morning in the *Ottawa*, with the *Ellen* in company, to penetrate, as far as prudent, the upper waters of the St. John's.

I have just heard the municipal government has been restored.

Very respectfully, your obedient servant,

T. H. STEVENS,

Lieutenant, Commanding, and Senior Officer Present.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Instructions from the mayor to the citizens of Jacksonville, in view of the occupation of that place by the Union forces.

MARCH 7, 1862.

FELLOW CITIZENS: In the present trying crisis much thought and anxious enquiry has been devoted by the city council, the citizens, and several of our friends from the country, including General S. R. Pyles and staff, to ascertain and determine what, under all the circumstances, is best to be done, and will best promote the safety, comfort, and happiness of the people.

On yesterday evening a portion of the city council held an interview with General Pyles and his staff, and after full discussion and patient deliberation it was unanimously determined that, inasmuch as all the Confederate troops, arms, and munitions of war upon the St. John's River and in east and south Florida generally are ordered away, and that the east and south are to be abandoned, it is useless to attempt a defense of the city of Jacksonville, and therefore, upon the approach of the enemy, it should be surrendered. This having been decided upon as the sound and proper course to be pursued, Colonel M. Whit. Smith suggested that the mayor should make it known to the citizens by proclamation, and this suggestion being fully concurred in by all present, I therefore, in conformity thereto, make known to you that all defenses will be immediately withdrawn from the city and the St. John's River, and no military force will be kept on duty except for police purposes, and such force will be supplied by details drawn from our citizens.

I advise and earnestly admonish our citizens to remain at their homes and pursue their usual avocations, and I call upon all good citizens to give their aid and counsel for the preservation of good order throughout the entire community. It is the opinion of our most experienced and intelligent citizens (and I think a correct one) that if the enemy meet with no resistance, private property will be respected, and unarmed citizens will be allowed to pursue their usual occupations.

I trust, therefore, that our whole population will act with becoming prudence, and that no unnecessary provocation may be given that may

furnish a reason for violence from any quarter; and if after we have offered no resistance and given no just provocation, violence should be committed, the whole blame will rest upon the aggressors.

Every citizen able to perform police duty is hereby required to hold himself in readiness to go on duty upon receiving notice of the chief of police.

H. H. HOEG,
Mayor.

TO THE CITIZENS OF JACKSONVILLE.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Downes, U. S. Navy, commanding U. S. S. Huron, to proceed on special duty to Fernandina.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 14, 1862.

SIR: You will please transfer to the *Isaac Smith* the soldiers of the Seventh New Hampshire Regiment, now on board your vessel, as I intend to substitute the former for the *Huron* in occupying St. Augustine, her draft being 2 feet less.

You will receive from Lieutenant Commanding Nicholson a bearer of dispatches to Brigadier-General Wright, and will then proceed without delay to Fernandina, delivering to Commander Drayton, of the *Pawnee*, the accompanying communication from me.

You will rejoin me off this place, or, if not here, at Mosquito Inlet. If you can procure coal at Fernandina, I recommend you to fill up.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. DOWNES,
U. S. Gunboat Huron.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, regarding the forwarding of mail for the North and the attitude of the inhabitants of St. Augustine.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 14, 1862.

MY DEAR CAPTAIN: I send forward important dispatches in case an opportunity offers for Port Royal before I get there. I also send the *Pawnee* and *Penguin's* mail, received here by *Keystone State*.

The *Huron* is too deep to get over any of these bars, and I need the *Isaac Smith* to hold St. Augustine. All has gone well here; 1,500 persons have remained and hoisted the flag themselves.

The women, however, had a meeting the night before and cut down the staff that it might not be hoisted. Rodgers met a virago here ahead of Mrs. Mitchell. She told him the men had behaved like cowards, but there were stout hearts in other bosoms, striking her own with theatrical effect. She is the widow of a Doctor Loring, killed a few years ago at the St. Nicholas Hotel.

All is going well at St. John's except the burning of the fine lumber mills.

People are remaining and want protection; with the guns from the bluff it ought to be defended.

I think the general will see that it is best to send more troops. Tell him with my best regards to make short work of that drunken colonel.

The troops will require provisions immediately. I am supplying them myself, but they are not yet on shore, the bar is so rough from easterly weather.

I have *Keystone State* at Mosquito (Smyrna), where the *Carolina*, with arms, is bagged, but it is only an 8-foot bar at high water.

In case you have no opportunity of sending the accompanying dispatches to Port Royal before my arrival off Fernandina, you will please send them out on my appearing there, together with your own mail for the North.

In haste, yours, most truly,

S. F. DU PONT,
Flag-Officer.

Commander P. DRAYTON,
U. S. S. Pawnee, Fernandina, Fla.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Nicholson, U. S. Navy, to proceed to St. Augustine and occupy it in the name of the United States Government.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 11, 1862.

SIR: So soon as the *Isaac Smith* can pass the bar you will proceed to St. Augustine and hold that harbor and city in the name of the United States Government.

The people remaining, some four-fifths of the population, are friendly or neutral, with probably some portion hostile to the Union.

You will guard the town from incendiaries, give protection to the inhabitants, and let them understand that while restoring the authority of the United States their persons and property will be respected and that a municipal government established by them according to our Federal forms will be recognized by you.

Major Doughty will land with the marine guard of the *Wabash* and with the company of the Seventh New Hampshire Regiment under Captain ———, now on board your vessel. You will see to their proper location and give them all the assistance in your power. Major Doughty will be senior officer on shore.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. W. A. NICHOLSON,
U. S. S. Isaac Smith, off St. Augustine.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, acknowledging report of Fernandina expedition.

NAVY DEPARTMENT, *March 14, 1862.*

SIR: The Department acknowledges the receipt of your very gratifying report of your successful expedition to Fernandina, etc., dated the 4th instant, and also your letter of the 6th instant, commendatory of Captain Charles H. Davis.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAMUEL F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

General instructions from Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, commanding in Port Royal Harbor, S. C.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 15, 1862.

SIR: You will please inform Major Reynolds to hold the marine battalion in readiness to embark for this place on board the *Keystone State* so soon as I can send her to Port Royal. I will dispatch his orders by that steamer.

I have already desired you to send the *Henry Andrew* to Fernandina. I have further to request that if the *Sachem* and *Ourrituck* have arrived at Port Royal dispatch one to North Edisto to report to Lieutenant Commanding Rhind, of the *Crusader*, and the other to report to me off this place or Mosquito Inlet, sending me the most serviceable.

Please fill up the *Keystone State* with coal as soon as she arrives. She is now very light. Send Major Reynolds a copy of that portion of this communication which refers to the battalion.

It will be necessary to charter a vessel of light draft, not over 7 feet, if possible (one of the unloaded coal vessels might answer), to be laden with two months' provisions for the battalion, one month's provisions for the 100 men on the *Isaac Smith*, and if any room be left fill up with coal. She will be towed down by the *Keystone State*, or if you have her ready send her down before. I enclose requisitions approved by me for the *Isaac Smith*.

I think that trading vessels with supplies would find it worth while to come to Jacksonville and this place, as most articles of provisions are very scarce at both. You are authorized to give them a license to come.

Perhaps General Sherman may have to send provisions to Jacksonville for the troops here, and he may be able to furnish a light-draft steamer, which could at the same time transport the supplies above alluded to and thus avoid the necessity of your chartering a vessel. But it must be understood that there can be no transshipment in small boats to cross these bars. The transport vessels must enter themselves; therefore the necessity of their being of light draft.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain J. L. LARDNER,
U. S. S. Susquehanna, Comdg. Naval Force, Port Royal Harbor, S. C.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, regarding condition of affairs in Jacksonville, Fla.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 15, 1862.

DEAR GENERAL: I have received your letter of the 12th; have not time to write officially and it is hardly necessary.

The bars off this coast are our worst enemies, and I have neither my marines nor the company of the Seventh Regiment on shore yet.

The flag was hoisted by the authorities on shore and four-fifths of the people have remained, with a seemingly cordial acquiescence in my views conveyed by Captain Rodgers.

They are afraid of incendiaries, but I will get our people in to-day; the troops here retreated to Mosquito Inlet (Smyrna), where they smuggle in arms. I have the *Carolina* shut up there.

You will doubtless hear all the news from Jacksonville. Trapier, after ingloriously retreating, sent in guerrillas, as they call themselves (400), and burned those fine sawmills.

* * * * *

Baldwin is where the most troops are. My launches and howitzers are at Jacksonville and two fine rifled cannon from the bluff were taken up by the *Ellen*; surely they should be able to defend themselves.

I have sent for the marine battalion to hold this place, and can then send the volunteer company here to Jacksonville if you wish it.

Yours, truly,

S. F. DU PONT,
Flag-Officer.

General SHERMAN,
Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the movement of mails and the landing of troops at St. Augustine, Fla.

FLAGSHIP WABASH,
Off' St. Augustine, Fla., March 15, 1862.

SIR: Yesterday I forwarded an important dispatch to the Department by the *Huron* to Fernandina, with orders to send it by the first opportunity north.

The *Rhode Island* arrived here early this morning and I have directed Lieutenant Commanding Trenchard to stop off Fernandina and take on board the mails. As he has no provisions to deliver, he will proceed north without stopping at Port Royal, communicating, however, with the light-boat at the bar.

The troops will be landed at St. Augustine to-day to protect the town from being fired by the rebel soldiers, who are supposed to be still concealed in the adjacent country.

Further information from the St. John's River is satisfactory. The burning of the valuable mills and lumber with the fine hotel at Jacksonville and the house of Mr. Robinson, a Union man, was by order of the rebel general Trapier, who, after ingloriously flying with his forces from the town, with very considerable means of defense at hand, sent a large detachment back for this incendiary purpose, on discovering that our gunboats had not been able on their first arrival to cross the bar.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Commander Drayton, U. S. Navy, regarding the arrival at Fernandina of the U. S. S. *Huron* with the mail for the north.

U. S. S. PAWNEE,
Fernandina, March 15, 1862—7 p. m.

DEAR SIR: The *Huron* has just come in (6 p. m.), having left your mail on board of the *Blunt* with orders that it should be placed on the *Rhode Island*, which was seen coming up. I will send the *Darlington*, according to verbal orders received, so soon as I can arrange with

General Wright, who, I understand, is to put some troops on board. She is in rather a dilapidated condition, and could scarcely go outside without repairs, which I have commenced making on her, and which perhaps your carpenters can continue.

Colonel Holland was delivered to his friends, but no picket could be found 6 miles beyond St. Mary's. There is nothing new here, and everything perfectly quiet. I send this with the orders for the *Penguin*, which go now.

Very truly, yours,

P. DRAYTON.

Flag-Officer S. F. DU PONT,
U. S. S. *Wabash*, off *St. Augustine*.

Report of Commander Drayton, U. S. Navy, regarding orders issued to the U. S. steamers *Darlington* and *Huron*.

U. S. S. PAWNEE,
Fernandina, March 16, 1862.

DEAR SIR: The *Penguin* went out early this morning and I now send the *Darlington*, which, as there seems to be a great want of provisions at St. John's, I venture outside, although she is rather a slight affair and much injured in her upper works by various collisions.

Your mail was placed on board of the *Rhode Island* last evening.

I have loaned my launch's howitzer to the *Darlington* for the moment. Can you have it replaced if she is not to come back to me immediately, as it might be important to have the power of arming one of my boats?

I send the *Huron* to St. Mary's, for, although I agree with you that it matters little whether the place is burned or not, still I think it a most important outpost of this place, as enabling us to keep up a communication with the interior through the slaves, and at the same time preventing the scandal of their being seized within sight of our flag at this anchorage.

I believe that I have done what you wanted about the *Darlington*, although no one seemed to know exactly what she was to do; the *Huron's* captain thought she was to take soldiers somewhere, the pilot provisions, and General Wright knew nothing, so I exercised my judgment.

Very truly, yours,

P. DRAYTON,
Senior Officer off Fernandina.

Flag-Officer S. F. DU PONT,
Wabash.

Report of Commander Drayton, U. S. Navy, regarding the dispatching of the U. S. S. *Henry Andrew* to St. Augustine.

U. S. S. PAWNEE,
Fernandina, March 19, 1862.

SIR: As I gather from your letters in an indirect way that you desire the *Henry Andrew* to join you, and as she is not mentioned among the vessels detailed to remain here during the absence of the *Pawnee*, I send her to you.

She only arrived here last evening.

If not required farther south, she would be very useful here in keeping the communication open through the sound to Brunswick and Darien.

Very respectfully, your obedient servant,

P. DRAYTON,

Commander, Senior Officer at Fernandina.

Flag-Officer S. F. DU PONT,

Commanding U. S. South Atlantic Squadron, Wabash.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the occupation of Brunswick, Ga., and its defenses on St. Simon's and Jekyl islands.

FLAGSHIP WABASH,

Off St. John's, Fla., March 19, 1862.

SIR: I had the honor to inform the Department in my communication of the 13th instant that I had dispatched a division of my force to Brunswick under Commander S. W. Godon, consisting of the *Mohican*, the *Pocahontas*, and the *Potomska*.

These vessels crossed St. Simon's Bar on the 8th instant, and anchored at sundown within 2 miles of the forts commanding the channel.

On the following morning Commander Godon with his division moved past the batteries, which he soon discovered had been abandoned, and immediately sent Lieutenant Commanding Balch with three armed boats to take possession of the batteries on St. Simon's Island, and Lieutenant Henry W. Miller, of the *Mohican*, with a suitable force to take possession of the works on Jekyl Island.

On St. Simon's Island were two batteries consisting of strong earthworks and so arranged as to command the approach to St. Simon's Sound. There were twelve embrasures and numerous well-constructed magazines. No guns were mounted, but a X-inch solid shot found near indicated the caliber of some of them.

On Jekyl Island were also two batteries of much greater strength, however. The one farthest seaward and commanding the main channel was a bombproof work constructed of palmetto logs, sand bags, and railroad iron, well supported and braced from the interior with massive timbers. It had mounted three casemated guns, though these, their carriages, and all ammunition had been removed. The other battery, 500 yards landward, consisted of two casemates and an earthwork capable of mounting four guns en barbette. A magazine and a hot-shot furnace were attached. Both St. Simon's and Jekyl islands had been deserted.

After examining the batteries, the vessels passed up the sound to Brunswick and anchored off the town. A fire was observed near the wharf, which proved to be the railroad depot and wharf, the work of retiring soldiers.

Lieutenant Commanding Balch, with a large force, covered by the guns of the *Potomska*, landed at Brunswick without any show of opposition and hoisted the American flag on the Oglethorpe House.

The town was entirely deserted, and nearly all property which could be removed had been taken away. The lenses belonging to the light-house at St. Andrew's and the light-house at St. Simon's (the latter building having been destroyed by the rebels) could not, after careful search, be discovered. The channel buoys for the river are still there, but out of place.

Proclamations were posted on several public buildings urging the inhabitants to return to their homes, and promising protection to the property of all good citizens, and the landing party then retired to their vessels.

Nothing was removed from any of the houses, the men under Lieutenant Balch's command carefully abstaining from injury or taking away the private effects of the inhabitants.

I enclose a copy of Commander Godon's interesting report.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington

Report of Commander Godon, U. S. Navy, regarding the occupation of Brunswick, Ga., and its defenses on St. Simon's and Jekyl islands.

U. S. S. MOHICAN,

Off' Brunswick, Ga., March 10, 1852.

SIR: I have the honor to report that in obedience to your order of March 5, I left Fernandina on the morning of the 8th, accompanied by the *Pocahontas*, Lieutenant Commanding Balch, and the *Potomska*, Acting Lieutenant Commanding Watmough, and crossed Fernandina Bar with just water enough to comfortably float this ship; made the best of my way to St. Simon's Bar and reached it at dead low water, and passing it and getting into St. Simon's channel, through which I carried about 17 feet to within 2 miles of the forts (which we could plainly see) commanding St. Simon's entrance.

Here, at sundown, I anchored for the night. After dark I shifted the anchorage of the ship to alter the range of any guns that might be left in the batteries. At daylight made preparations to pass the batteries, and at sunrise weighed anchor and stood in. Soon discovered the batteries were evidently abandoned, and anchored my little force inside and beyond range of the guns, and made signal to land from the vessels. Lieutenant Commanding Balch, of the *Pocahontas*, with three boats, took possession of the fort on St. Simon's Island, consisting of strong earthworks of considerable extent, and having had eleven guns mounted. Some solid X-inch shot found in the fort would indicate the caliber of some of the guns there. I enclose a detailed report of that battery by Lieutenant Commanding Balch. Lieutenant Miller, of this ship, at the same time occupied the fort on Jekyl Island, which was, it seems, a much stronger position. It was a sand work, with five casemates finished, covered with railroad iron and very well built, and two unfinished casemates, the iron rails ready to be put up. These two forts commanded the channel for a long distance, and their fire crossed the entrance, which is about a mile (or a little more) wide. Once the batteries were passed they could offer but little difficulty, as in five minutes the guns of the vessels would have enfiladed them, and could even fire directly in the rear. But they would have given a number of vessels severe trouble in getting beyond them. I enclose the report of Lieutenant Miller of the fort on Jekyl Island. As soon as the boat returned I went on the *Potomska* and proceeded in her up the river to Brunswick. So soon as we opened the town to view, a heavy fire commenced at the wharf, and at the same moment, perceived the railroad

cars moving at full speed in the woods. I at once determined to bring up the ships and place myself off the town in hopes of preventing by my presence the place from being burned, and I at once returned in the *Potomska*, as I had the pilot with me. Both the *Mohican* and *Pocahontas* were underway before I reached them, and we proceeded to Brunswick, off which place I anchored as the sun went down. The cars had returned, but again started at our approach. The *Pocahontas* anchored opposite the town, but outside of Buzzard's Roost Island, the *Potomska* still higher up, and her guns commanded the railroad beyond the town. The following morning I sent the *Potomska* into the branch opposite the town. Neither this ship nor the *Pocahontas* can well get in, as at high water only 12 feet was found in the bulkhead, and between the wharf and Buzzard's Roost Island the river is but about 400 feet wide. With the *Potomska* Lieutenant Balch took charge of a landing party, consisting of 25 marines from this ship and *Pocahontas* and the two 12-pounder guns, with 40 rifle-men from the different vessels, landed, and hoisted the flag. The place was deserted, and most of the furniture of the houses removed; still there was much private property about, some in scows on the wharf ready to be removed. After a careful examination of such buildings as might be supposed to contain public property, and a careful survey was had, I visited the town and then directed the command to return to the ship, having posted a notice urging the inhabitants to return and promising protection to all property for all good citizens. I enclose Lieutenant Balch's report of his landing, etc. Nothing in the place was touched by the landing party, and such houses as were not open were not even entered. I sincerely hope that at least some good citizens may be found willing to resume their homes under my public notice, and I shall not allow the place to be visited except on duty.

The fire we noticed was the work of retiring soldiers, and proved to be the railroad depot and wharf. The lenses belonging to the light-house were not found. The channel buoys for the river are in the river, but out of place, and the light-house destroyed. The town is closely surrounded by woods, is generally well built, and extends over a considerable space. Several contrabands have come on board. Soldiers are said to be in the woods, not very distant, and most of the inhabitants are said to be about 14 or 16 miles back, encamped. I have sent the *Potomska* and *Pocahontas* up the river as far as they could go to reconnoiter. There is a schooner of considerable size on the stocks, unfinished. Fires have been burning about us, but I believe it is the brush being consumed; nor have I noticed, as far as the people are concerned, that they are willing to follow the advice of Messrs. Toombs and Cobb by placing the torch in the hands of the children to consume their property. All that is done in that way seems to be done by the order of military commanders, who, having no local interest in the neighborhood of their command, have the heroism to destroy the property in which they have no immediate interest.

I am, very respectfully, your obedient servant,

S. W. GODON,

Commander and Senior Officer Present.

Flag-Officer S. F. DU PONT,

South Atlantic Blockading Squadron.

Report of Flag-Officer Du Pont, U. S. Navy, regarding an attack upon a boat's crew from the U. S. S. *Pocahontas*, near Brunswick, Ga., transmitting additional reports.

FLAGSHIP WABASH,
Off St. John's, Fla., March 20, 1862.

SIR: I have to inform the Department that I have heard from Commander Godon of a dastardly and concealed attack made upon a boat's crew of the *Pocahontas*.

As I have informed the Department, Lieutenant Commanding Balch visited the town of Brunswick without anywhere discovering an enemy. A reconnoissance had also been made for some miles up Turtle Creek [River] with the same results, the rebels having apparently fled into the interior.

On the afternoon of the 11th instant Assistant Surgeon A. C. Rhoades, of the *Pocahontas*, by permission of his commanding officer, landed with a boat's crew near the town for the purpose of procuring some fresh beef for the ships. Having accomplished his object, the boat was returning to the *Pocahontas*, but had scarcely gone 20 yards from the beach when they were suddenly fired upon by a body of rebels concealed in a thicket, and I regret to report that 2 men, John Wilson (ordinary seaman) and John Shuter (ordinary seaman), were instantly killed, and 7 wounded, 1, William [Charles H.] Delaney, mortally and 2 seriously, viz, William Smith, 2d (first-class fireman), and Edward Bonsall (coxswain).

After the rebels had fired their first volley they called out in most offensive language to surrender, but this demand was refused by Dr. Rhoades, who, with the assistance of Acting Paymaster Kitchen and his wounded boat's crew, pulled as rapidly as they could toward the *Pocahontas*, the enemy continuing their fire.

In a few minutes a shell from one of the XI-inch guns of the *Mohican* dropped among them, and quite near to another company of about 60 men who were advancing rapidly. The rebels scattered and fled in all directions. Several shells were also fired at a locomotive and train observed in the distance, and it is supposed with effect.

Throughout this cowardly assault Dr. Rhoades displayed great coolness and courage, and in his report of the occurrence, while commending the crew generally, he especially mentions the bravery exhibited by Daniel Harrington, landsman, into which I shall make further enquiries.

Enclosed are the reports of Commander Godon, Lieutenant Commanding Balch, and Assistant Surgeon Rhoades.

I am, sir, very respectfully, your obedient servant,
S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

[Enclosures.]

U. S. S. MOHICAN,
Anchorage, St. Simon's Sound, March 13, 1862.

SIR: I have the honor to report that the *Pocahontas* and *Potomska* proceeded up Turtle River to the head of navigation, so far as vessels of 10 feet draft could go with safety, and returned without accident.

Soon after the return of those vessels from that expedition a boat from the *Pocahontas* landed some distance outside the town to procure

fresh beef; their work was done, and the boat had already left the beach, when some 40 or 50 soldiers made their appearance and fired upon the boat, killing 2 men and wounding several others.

Surprised as the crew were, and almost disabled by the murderous fire, they still refused to surrender at the demand of the rebels, although yet almost under the muzzles of their guns.

In a few minutes a shell from one of the XI-inch guns of this ship dropped in among them, and quite near to another company of about 60 men advancing at double-quick upon this almost defenceless boat, when they scattered in all directions.

The *Potomska* moved at once to the spot, and used her 32-pounders with effect, and the *Pocahontas* also fired several shells.

We then noticed in the woods above the town the steam from a locomotive, and several shells were thrown toward it, one exploding in its neighborhood, when it disappeared at full speed. Believing that the rebels would return to look after any of their people who were left behind or wounded, at night I directed two shells from this ship to be thrown at the point where the railroad car had been; and in the morning some soldiers were seen near that spot, when the *Potomska* fired a rifle shell which exploded over them.

By some contrabands that came on board we learned that our shells had gone among the rebels as they were flying to the cars, and I hope that they were punished for their insolence.

I enclose Lieutenant Commanding Balch's, as also Dr. Rhoades', report of the affair of the boat, and I take great pleasure in calling your attention to the coolness and courage of that officer, and that of the boat's crew generally. The vessels can not anchor very near the town unless in the small stream between the island and the town, and at low water could not be moved out if needed, and without a force on shore would be liable to be fired into at any moment, without the power of returning it with effect. The distance of the vessels induced the attack, which I believe has been suitably punished. I had intended leaving Brunswick that day, but delayed in consequence of that affair. I am now about to go on board the *Potomska*, and with the *Pocahontas* proceed through the inland passage to the Altamaha River and toward Darien, and on my return to this anchorage I shall make a further report.

I am, very respectfully, your obedient servant,

S. W. GODON,

Commander and Senior Officer Present.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

U. S. S. POCAHONTAS,

Off Brunswick, Ga., March 11, 1862.

SIR: On the afternoon of this day Assistant Surgeon Archibald C. Rhoades, attached to the *Pocahontas*, applied to me whilst on board the *Mohican* for permission to go on shore and get some fresh beef for the crew, which I granted.

From the *Mohican* he proceeded to land near the telegraph beacon south of Brunswick and opposite Brandy Point, on Buzzard's Island.

His party had succeeded in getting a supply of beef and had already embarked, but had not gone more than 20 yards from the beach when it was fired upon by some forty men, and I regret to report that 2 men, John Wilson (seaman) and John Shuter (ordinary seaman), were

instantly killed, and William [Charles H.] Delaney (ordinary seaman) was mortally wounded and 6 others wounded, 2 seriously, viz, William Smith, 2d (first-class fireman), and Edward Bonsall (coxswain).

I herewith enclose the report of Surgeon John S. Kitchen, of the *Mohican*, to whose care the wounded were given, and to whom I desire to return my thanks for his prompt and skillful treatment of the wounded in the absence of Dr. Rhoades, whose wounds rendered him incapable of performing that service. But for the heroic efforts of Dr. Rhoades, Paymaster Theodore Kitchen, and Daniel C. Harrington (landsman), of this ship, aided by the crew of the boat, this dastardly attack of the rebels would have resulted as they no doubt anticipated it would, viz, killing all hands, and that, too, sir, without having observed the customs recognized by all civilized people; they were not summoned to surrender until after a deadly volley had been thrown in and by which 2 of our men were instantly killed.

I desire to call your particular attention to this breach of all brave and honorable warfare that you may more fully, as an eyewitness, hold up such barbarous warfare to the scorn it deserves.

It is with feelings of pride in our noble profession that I record the essential service rendered my brave comrades, whilst under a murderous fire, by your timely shells, thrown at so opportune a moment, and by the battery of the *Potomska*, which hastened to their assistance.

The rebels did not remain after the batteries of the two ships once opened fire.

I herewith enclose the report of Dr. Rhoades, detailing at length the circumstances attending the attack and his subsequent efforts to escape from so overwhelming a force, and I rejoice to know that his efforts, aided by Mr. Kitchen and the boat's crew, saved them from being made prisoners, and thus preventing the rebels from exulting over us.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,

Lieutenant, Commanding Pocahontas.

Commander S. W. GODON,

Commanding U. S. Naval Force off Brunswick, Ga.

—

U. S. S. POCAHONTAS,

Brunswick River, March 12, 1862.

SIR: I have to report that yesterday afternoon, having received permission to land near Brunswick, Ga., and procure fresh beef for our crew, I took the second cutter with 10 men and a coxswain, and with Acting Paymaster Kitchen landed at half past 3 o'clock. Having accomplished our object, we left the shore about 5 p. m., and on our return to the *Pocahontas*, as the men commenced to pull, and when we were about 20 yards from the beach, one musket was fired from a thicket in the direction of the town. This appeared to be a signal, for almost simultaneously with the report a force of 50 or 40 showed themselves within the thicket and fired a volley at our boat, killing 2 men and wounding 1 seriously. In the confusion following their first fire several of the men jumped overboard and clung to the gunwale of the boat; this, with the loss of the men first wounded, and 2 others also were seriously wounded by the fire of a second volley, diminished very materially the effective force for pulling, so that it was some time before we could increase our distance from shore. However, Paymaster Kitchen

steered and I pulled the stroke oar, so by great effort we were enabled to gradually work our way out into the stream, being all the time exposed to a galling fire. After about ten minutes the *Mohican* opened on the rebels, and the *Potomska* soon followed.

The first shell from the *Mohican* fell in the midst of a group who were preparing to fire upon us. This either injured or frightened them, as most of them either scampered toward Brunswick or the woods in the rear, notwithstanding the efforts of an officer, who I could plainly see, endeavoring to get them to continue firing. After this a few scattered shots were fired at us, but without seriously wounding anyone. I would add that their first volley was fired without hailing the boat, but when they saw us still trying to pull from shore one of them called out, "Surrender, you damned ————;" but as they had already killed two men and wounded others, I replied, "No; I won't surrender."

Soon after the ships commenced firing, and while we were still within their range, you came up in the gig and took us in tow.

On examining the men I found 2 killed, 3 seriously wounded, and 4 slightly wounded. I would especially mention the conduct of Daniel Harrington, landsman, who exhibited great coolness and bravery during the whole affair, and at the same time I must say that nearly all the men acted nobly.

Very respectfully,

ARCH'D C. RHOADES,
Assistant Surgeon.

Lieutenant G. B. BALCH,
Commanding U. S. S. Pocahontas.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of Commander Godon, U. S. Navy, regarding a reconnoissance from Brunswick to Darien, Ga.

FLAGSHIP WABASH,
Off St. John's, Fla., March 21, 1862.

SIR: Since my last dispatch of the 19th instant I have received another interesting report from Commander Godon, giving the details of a reconnoissance by the inland passage from Brunswick to Darien, a copy of which I enclose.

Commander Godon, with the *Pocahontas*, Lieutenant Commanding Balch, and the *Potomska*, Acting Lieutenant Commanding Watmough, with the launch and howitzer of the *Mohican*, in charge of Lieutenant Miller, proceeded to open the interior communication between St. Simon's Sound and the Altamaha River. He soon encountered an obstruction consisting of a double row of heavy piles with their tops just above water at low tide. In a few hours a sufficient number were removed, and the *Pocahontas* and *Potomska* passed through, but had advanced only 5 miles farther when another obstruction of the same kind was met with.

After an unavoidable delay, owing to the rising of the tide, this also was removed and both vessels entered the Altamaha, and as they turned into the river two rebel steamers were seen moving off from the wharf at Darien with full head of steam, rendering pursuit useless, particularly as the brasses of the *Potomska's* shaft bearing had broken, in a measure disabling that vessel.

Commander Godon learned from some contrabands who came off from shore that Darien, like Brunswick, was deserted, a company of horse-

men only remaining in the town, with the intention of firing the place should the steamers approach it.

Owing to the crippled condition of the *Potomska*, Commander Godon did not deem it advisable to push his reconnoissance farther, and accordingly returned through the passage he had cleared to the anchorage at Brunswick. He visited a number of plantations on St. Simon's Island, but with one exception all were deserted, though some time previously 1,500 troops had been quartered there.

Commander Godon speaks in warm terms of Lieutenant Commanding Balch and Acting Lieutenant Commanding Watmough, as well as of the officers and crews of all the vessels under his command, in which I heartily concur, desiring, however, to add my commendation of the zeal and ability of Commander Godon himself in carrying out my views in reference to our occupation of this important section of the coast of Georgia.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. MOHICAN,

St. Simon's Sound, March 16, 1862.

SIR: I have the honor to report that on the 13th instant I started in the *Potomska*, accompanied by the *Pocahontas*, with the launch and howitzer of this ship, in charge of Lieutenant Miller, in tow, and proceeded through the inland passage toward the Altamaha River.

I [had] heard that there were one or two rebel steamers at Darien, and I hoped that I might get possession of them. About 5 miles from the anchorage at this place, and where I had left the *Mohican* (between the batteries), we found, as I had heard from contrabands, that the river was staked entirely across. We reached the spot at low water and found a double row of heavy piles, with their heads just above water. I at once got to work with both vessels and in a few hours hauled enough out of each row to allow a passage for both vessels, say 40 feet, and here for the first time I learned that about 5 miles beyond another obstruction of the same kind had been placed. We reached the second difficulty at midnight, placed our hawser as the tide was rising, but unfortunately the hawser disengaged itself from the pile and in the night with the rising tide we could not find them to go on with the work, and my hope of passing through during the night was lost. My object was to get into the river, so as to make a dash up to Darien by early daylight. We, however, worked hard that day and by 12 o'clock got through this last obstruction. Between the two obstructions, midway, a battery had been built of mud, with the seeming object of firing at the vessels employed in removing the piles, but which could not be observed from those vessels.

As we passed the second obstruction and turned the river we saw the steamers moving off from the wharf at Darien with full head of steam, going up the Altamaha River.

At sundown I anchored both vessels at Doboy Island, passing, to reach that spot, which is on the Altamaha River, through [Little] Mud River at high water, with just 12 feet. We remained that day at Doboy, the wind blowing quite a gale from S. W. to W.

As I had lost all hope of the capture of the steamers, and observing several large fires in the neighborhood of Darien, I determined to proceed no farther at this time, more particularly as we found that the brasses of the *Potomska's* shaft bearing had broken and I feared she might become disabled. I had, indeed, accomplished my object, which was to open the inland passage to Darien, and if the *Potomska* had not been in what I fear a crippled condition I should have placed her at Doboy, which commands the river outlet, or at Sapelo Island, which commands the entire entrance to the Altamaha and the inland passage to Savannah.

Darien has been deserted, as was Brunswick. This we learned from some contrabands who came off to us, a company of horsemen only remaining in town, with the intention of firing the place should we approach it.

I have now been from one end of St. Simon's Island to the other. But one white man is left on it; I saw him; he is with his aged mother and little child. He had never been in the army; refused to leave his home, and was in mortal dread of our coming, as the military had informed him that we came for the purpose of destroying even the women and children. We procured beef for the vessels at his plantation, for which we paid the price he asked, and furnished the family with some articles, such as coffee, salt, etc., which articles they had not even seen for months. We stopped at one or two other plantations on our way back, all deserted, but had been tenanted by the military at various times, for as late as November some 1,500 troops were quartered on St. Simon's. We found some of the places to contain large quantities of cattle, and at King's plantation, not 3 miles from this anchorage, we counted some 50 head near where we landed.

All the blacks have been removed from St. Simon's, and at Doboy we met the only negro seen, who was old and alone on the place. He had been the father of thirteen children, but he informed me that every one had been sold as they reached about 18 years of age, and, as he graphically expressed it, "for pocket money for his master."

Your orders did not embrace the reconnoissance I have just made and which has caused a delay of several days in communicating to you my progress to Brunswick. I hope, however, you will approve my conduct in this matter.

I have now cleared the passage to Darien from inside, which can be performed rapidly by gunboats of 10 feet draft at any time; at low tides 11 feet. The draft of the *Pocahontas* and *Potomska* is rather great, and they might be caught and delayed for higher tides.

I now beg leave, sir, to express myself in warm terms of commendation for the energy and skill of Lieutenant Commanding Balch and Acting Lieutenant Commanding Watmough, and for the aid they have rendered me in the active work we have been engaged in for the last eight days, and I take equal pleasure in mentioning the cheerfulness in this work of the officers and crews of the three vessels engaged.

I send the *Potomska* with these communications to Fernandina, through the inland passage by Cumberland Sound, hoping to find you still at that place, and request that you will send that vessel back to me. Should the *Potomska* not find you at Fernandina, on her return I will send the *Pocahontas* to Port Royal for your further orders.

The *Potomska* would not be very safe at sea at this season in her present condition.

I have directed Lieutenant Commanding Watmough to make out a

requisition for new brasses to be sent to her, and she could be usefully employed in the sounds until they arrive.

I can not speak too highly of the service rendered by Mr. Godfrey, the pilot.

I have the honor to be, very respectfully, your obedient servant,
S. W. GODON,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Stevens, U. S. Navy, expressing approval of his conduct of affairs in St. John's River.

FLAGSHIP WABASH,
Off St. John's, Fla., March 21, 1862.

SIR: Your several interesting communications, detailing events in the St. John's River, have been duly received, the first one dated the 13th, just before my last dispatch to the Department, and I had the pleasure of forwarding it to the honorable the Secretary of the Navy.

The success of the expedition under your command has exceeded my expectations, and I cordially approve of every step you have taken in carrying out my general order, and trust with you that mild, yet firm, measures will result in detaching Florida from this causeless and wicked rebellion.

General Sherman has determined to send another regiment to Jacksonville, which, in all probability, has already arrived there.

I hope you will be successful in raising the sunken steamer *St. Mary's* and the yacht *America*.

Your reconnoissance, already so well pushed forward, will enable you to express an opinion as to the amount of force you will require for the proper protection of St. John's River and moral support to the inhabitants by your presence.

The *Ellen*, you are aware, is almost broken down. If you can have her repaired at Jacksonville, do so. If not, she must be sent to Port Royal.

I will see to your receiving coal, provisions, and stores and to the forwarding of your mails with all the punctuality I can command.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding T. H. STEVENS,
U. S. Gunboat *Ottawa*, Senior Officer in St. John's River, Florida.

Letter of commendation from Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, in relation to operations in the vicinity of Brunswick and Darien, Ga.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 28, 1862.

SIR: I have received your interesting communications, detailing your occupation of St. Simon's Sound, Brunswick, and the Altamaha.

Please receive my cordial approval and commendation of all these successful operations.

With my dispatches to the Department I have forwarded your several communications, with their accompanying reports.

I have ordered the *Potomska* to join me at Port Royal. I wish also the *Pocahontas*, but I will not withdraw her until I hear from you.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
U. S. S. Mohican, Comdg. Naval Force at St. Simon's Sound.

Letter of commendation from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy.

NAVY DEPARTMENT, *March 26, 1862.*

SIR: Your several dispatches of the 4th, 9th, and 13th instant, stating that the national flag was hoisted on Fort Clinch, the first of the national forts on which the ensign of the Union has resumed its proper place since the first proclamation of the President of the United States was issued announcing the fall of Brunswick, the capture of Fernandina and St. Mary's, with Cumberland Island and Sound, and in fact the possession of the whole coast and inland waters from St. Simon's southward, have been received, and I may congratulate you on the successful result of an expedition early and deliberately planned and intrusted to yourself by this Department for its consummation.

It is some months since I had the gratification of tendering the thanks of the Government for your successful achievements at Port Royal, followed by the acquisition of Tybee. The persevering and assiduous labor of the South Atlantic Squadron, under your command, has restored to the Union every important point, and I may say the entire seaboard from Bay Point to St. Augustine.

It has been a gratifying circumstance that in this continuous effort, by which the national flag has been carried forward to successive acquisitions and to the reestablishment of national supremacy, there should have been such harmony and concert of action between the army and naval forces. To each branch of the service the country is under obligations, and while extending the thanks of the Department to your command, our acknowledgments are also due to the officers and soldiers of the Army, who have so gallantly cooperated with you in again unfurling the national ensign in South Carolina, Georgia, and Florida, and made so important an advance toward the restoration of the National Union.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the President to Congress, recommending that a vote of thanks be bestowed upon Flag-Officer Du Pont, U. S. Navy.

WASHINGTON, *March 20, 1862.*

The third section of the "Act further to promote the efficiency of the Navy," approved December 21, 1861, provides:

That the President of the United States, by and with the advice and consent of the Senate, shall have authority to detail from the retired list of the Navy for the command of squadrons and single ships such officers as he may believe that the good

of the service requires to be thus placed in command; and such officers may, if upon the recommendation of the President of the United States they shall receive a vote of thanks of Congress for their services and gallantry in action against an enemy, be restored to the active list, and not otherwise.

In conformity with this law, Captain Samuel F. Du Pont, of the Navy, was nominated by the Senate for the continuance as the flag-officer in command of the squadron which recently rendered such important service to the Union in the expedition to the coasts of South Carolina, Georgia, and Florida.

Believing that no occasion could arise which would more fully correspond with the intention of the law, or be more pregnant with happy influence as an example, I cordially recommend that Captain Samuel F. Du Pont receive a vote of thanks of Congress for his services and gallantry displayed in the capture, since the 21st of December, 1861, of various points on the coasts of Georgia and Florida, particularly Brunswick, Cumberland Island and Sound, Amelia Island, the towns of St. Mary's, St. Augustine, Jacksonville, and Fernandina.

ABRAHAM LINCOLN.

To the SENATE AND HOUSE OF REPRESENTATIVES.

Report of Brigadier-General Trapier, C. S. Army, regarding the evacuation of Amelia Island, Fla.

HEADQUARTERS PROVISIONAL FORCE,
Tallahassee, Fla., March 28, 1862.

MAJOR: In consequence of the illness of Colonel Edward Hopkins, Fourth Regiment Florida Volunteers, the officer in command of the post at Amelia Island at the time of its evacuation by our troops, I have had no official report from him. I have the honor, however, to submit for the information of the commanding general the following narrative of the events attending that operation, which, derived from sources entitled to credence, may be regarded as altogether authentic:

On the evening of February 23 I received by telegraph orders from General R. E. Lee, then commanding the military department in which middle and east Florida are embraced, dated February 19, to withdraw from the islands, securing the artillery, etc. This order was extended forthwith, at the hands of a special messenger, to the officer commanding the post at Amelia and Talbot islands and to Colonel Charles H. McBlair, provisional army, commanding the batteries, with instructions to dismantle the batteries with all possible expedition and caution, and then to withdraw the troops and abandon the post.

On the fourth day after this order was received at Amelia Island, the enemy made his appearance simultaneously in the inland passage between Cumberland Island and the mainland (having come in at St. Andrew's Sound) and off the main entrance into Cumberland Sound, the principal approach from the sea to the town of Fernandina. At this time there had been dismounted, and in great part removed from the island, all the guns that bore upon this approach. These were the most effective batteries, and without them it was deemed by the officers in council that it would be fruitless to attempt the defense of the place. The order was accordingly given for the troops to retire from the island, which they did in good order and without the loss of a single man. The garrison from the adjacent island (Talbot) was withdrawn with equal success.

Of heavy ordnance upon these islands there were, including a battery of field pieces, 33 guns. Of these, 18 were saved, thus showing a loss of but 15 guns, a fact which, in view of our very limited means of transportation and the extreme difficulty of removing heavy ordnance, or, indeed, ordnance of any description, over sand hills, reflects, in my judgment, high credit upon the officers to whom was assigned this arduous duty, and besides the guns there were saved also all the powder and most of the shot and shell, some of the carriages, implements, etc. When it is remembered that all this was accomplished in four days and nights, under the most adverse circumstances, no other conclusion can be formed than that the utmost energy, industry, and vigor were exhibited by both officers and men.

Five of the guns were, however, I regret to add, subsequently lost. They had been placed at St. John's Bluff, on the St. John's River, with the purpose of putting them in battery there for the defense of that river. The enemy's prompt movements in that direction rendered it impossible to remove them, as it was my intention to have done, in pursuance of the orders from headquarters, dated March 1, 1862, which required that all troops in this military department, except such as might be necessary for the defense of the Apalachicola River, should be ordered to report to General A. S. Johnston.

From the above it appears that our entire loss in and consequent upon the evacuation of Amelia Island is 20 guns, and some stores of the quartermaster and commissary departments, though no considerable amount of either. The capture under false pretenses of Lieutenant-Colonel Holland and 5 men, and his subsequent restoration, have been already reported in my letter of the 10th instant.

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

J. H. TRAPIER,

Brigadier-General, Commanding.

Major T. A. WASHINGTON,

Assistant Adjutant-General, Pocotaligo, S. C.

[Endorsement.]

HEADQUARTERS DEPARTMENT S. C. AND GA.,

Pocotaligo, S. C., April 6, 1862.

This report is respectfully referred to War Department. Although east and middle Florida has been constituted a separate department, reports and returns continue to be made to these headquarters.

J. C. PEMBERTON,

Major-General, Commanding.

Report of Colonel Hopkins, C. S. Army, regarding the evacuation of Amelia Island by the Confederate forces.

HDQRS. FOURTH REGIMENT FLORIDA VOLUNTEERS,

Lake City, Fla., March 30, 1862.

SIR: Your order to evacuate the island of Amelia was received on Tuesday, February 25. In accordance with that order I consulted fully with Colonel McBlair, commander of the batteries, as to the best method of effecting the important duty specially assigned him. I furnished him such details of men as were deemed necessary, and, in short, all things which our position would admit of.

On Saturday, March 1, I ordered Captain J. M. Martin, Marion Artillery, to place his battery 2 miles beyond the railroad bridge on

the mainland, leaving a strong guard to protect the same, and to return with the rest of his command to the island, which he did, and rendered me important service to the end. I also directed Captain Owens, commanding Marion Dragoons, to take his horses to the position assigned the artillery and return (the necessary guard excepted) to the island. This dismounted corps, under its efficient commander, was useful to me throughout.

I had previously caused the citizens of Fernandina to be notified that ample transportation would be furnished all who desired to leave the city; that orders had been issued for that purpose. Finding that the citizens paid no attention to this notice, I issued, on Saturday, March 1, a written notice, to wit, that on Sunday, March 2, at 10 a. m., a special train would leave the city expressly for the transportation of all women and children desirous of leaving. But little heed seemed to have been given to the second admonition.

No demonstration beyond the usual blockade was made by the enemy until Sunday, March 2, about 9 a. m. A bark, bearing French colors, appeared in the offing and hoisted signals for a pilot, whereupon Lieutenant-Colonel D. P. Holland went out to her with a white flag, taking with him 6 soldiers of the Fourth Florida Regiment. She proved to be a Federal vessel, and they were captured by the perfidious craft and taken off. I have the happiness to state that they have since been released and are again at their post.

About 10 o'clock the same day several ships hove in sight, bore down near the bar, and anchored. It became evident that an attack would be made on Monday, the 3d. Our position was critical. As the enemy had full view of my quarters, it was necessary that the usual camp quiet should prevail.

It was not until 6:30 p. m. that I issued the order to break camp and transport everything to the railroad depot. This was effected by 2 o'clock next morning.

At an early hour in the night I received a dispatch from Colonel Styles, saying that from nineteen to twenty-one of the enemy's gunboats were in Saint Andrew's Sound, of which fact Colonel McBlair was duly notified. In consequence of this information he very properly placed his command en route for the city, where it arrived about 1:30 o'clock in the morning.

At 1 o'clock on Monday morning I repaired to town, and at 2:30 a. m. ordered all the troops (three companies of the Fourth Regiment Florida Volunteers excepted) to take up the line of march to the mainland. These three companies I retained for the protection of the citizens and for the more speedy removal of our equipage. No trains were permitted to go beyond 2 miles from the railroad bridge. The rush for succor and aid was perplexing. Duty on one side and commiseration for the sufferers rendered my position very distressing.

At 12 m. I was informed that four of the enemy's gunboats had come around the north end of Cumberland Island and entered the sound.

At 1 o'clock it was reported to me that they were moving across, whereupon I ordered the companies to file across the bridge, and at 2 p. m., in company with Colonel McBlair, I left Fernandina. It was now that all trains should have been removed to a place of safety, and no difficulty would have occurred. The three companies behaved well. There was no confusion--not the slightest. The train fired into was not injured.

On Tuesday, at 4 a. m., I ordered Second Lieutenant Deakle, of Company O, Fourth Regiment, to burn the trestlework on the side next the

mainland, which he accomplished, under fire of the enemy's gunboats, without loss. You are aware, sir, my orders restricted me entirely to my immediate command, Colonel McBlair having full charge of the batteries.

In conclusion, I will add that nothing was lost belonging to my command. My ill health prevented an earlier report, as well as one more full and complete.

Most respectfully, your obedient servant,

E. HOPKINS,
Colonel, Commanding Fourth Regiment Florida Volunteers.

R. H. ANDERSON,
Major and Assistant Adjutant-General.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward, regarding blockade duty.

FLAGSHIP WABASH,
Off St. Andrew's, March 1, 1862.

SIR: You will please proceed with all dispatch off St. John's for blockade, information having been received that a vessel is about attempting to enter there.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Volunteer Lieutenant J. F. NICKELS,
U. S. Armed Ship Onward, off St. Andrew's.

Report of Commander Parrott, U. S. Navy, regarding the departure of the U. S. S. Flambeau, and the arrival of H. B. M. S. Rinaldo.

U. S. S. AUGUSTA,
Off Charleston, March 4, 1862.

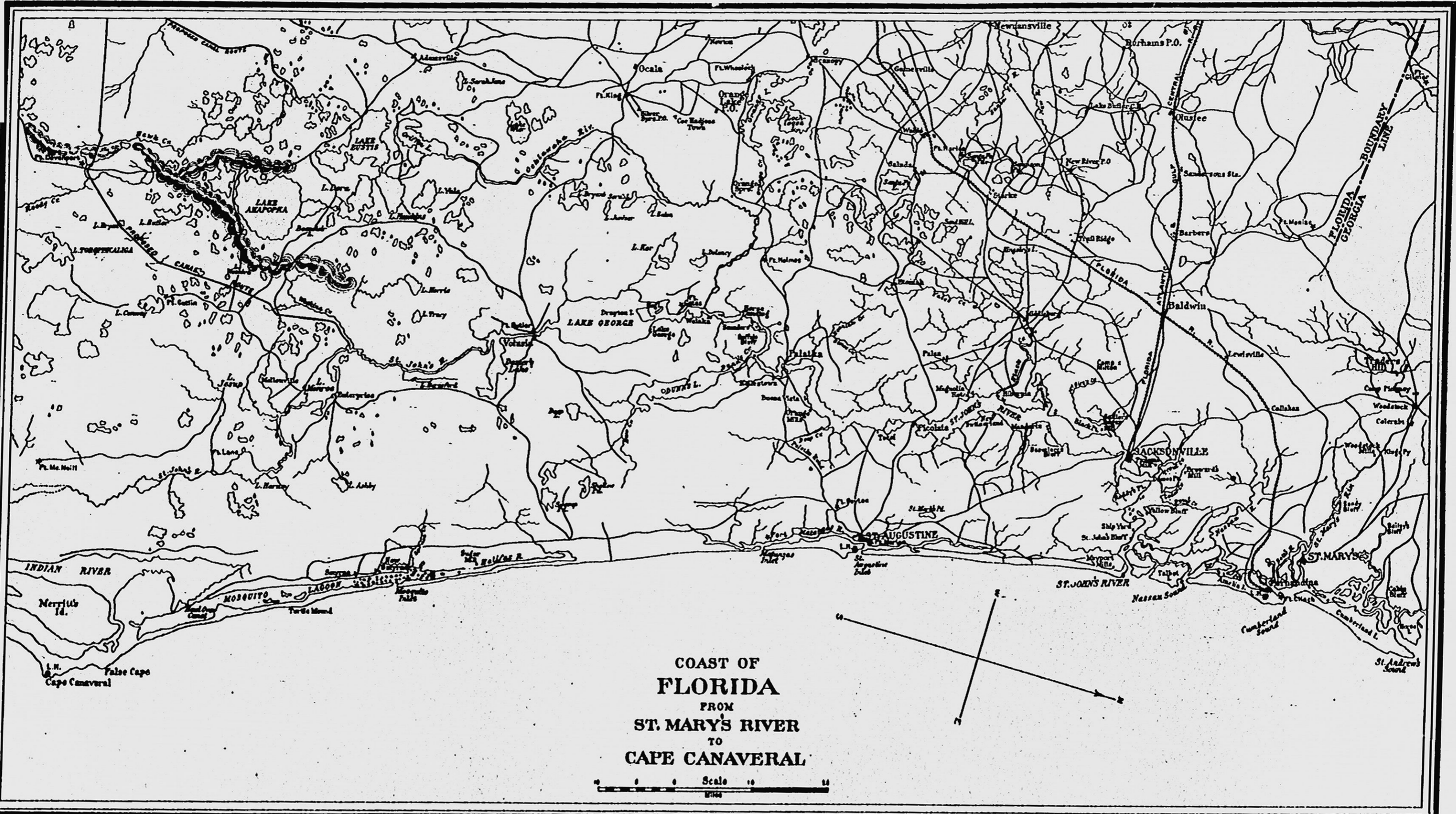
SIR: The *Flambeau* being out of coal I am obliged to send her to Port Royal. I had hoped the coal schooner would have been able to supply her, and have since intended that she should keep up a small supply from the *Sumpter*, but the weather is too rough for coaling, with no probability of improvement, and also I think her too light to keep the sea safely at this season. I spare her with regret, as there are several vessels in the harbor which may be ready to leave, and have the honor to suggest that her place should be at once supplied by another steamer.

H. B. M. S. *Rinaldo* arrived here this morning and has asked permission to communicate with the British consul, which I have granted and which he will do when the weather permits.

I am,

[E. G. PARROTT,
Commander and Senior Officer Present.]

[Flag-Officer S. F. DU PONT.]



COAST OF
FLORIDA
 FROM
 ST. MARY'S RIVER
 TO
 CAPE CANAVERAL

Scale 10 Miles

THE BROS. PETER CO. PHOTO LITH. BY DIRECTOR, D. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, commanding U. S. S. Florida, to proceed to blockade off St. John's.

FLAGSHIP MOHICAN,
Off the Town of Fernandina, March 4, 1862.

SIR: You will please proceed with the *Florida* under your command, passing out by the first tide which will enable you to cross the bar, and blockade off St. John's.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. E. GOLDSBOROUGH,
U. S. S. Florida.

DEAR GOLDSBOROUGH: St. John's is the spot now. They are fortifying and expect to run everything in there.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Lanier, U. S. Navy, to transport Captain Davis to Baltimore, carrying dispatches for the Government.

FLAGSHIP WABASH,
Off Fernandina, Fla., March 6, 1862.

SIR: You will proceed with the *Alabama* under your command to Baltimore with all possible dispatch.

Captain Charles H. Davis goes with you as official bearer of dispatches to the Government.

On your arrival you will report by letter to the honorable Secretary of the Navy. Unless otherwise ordered by him or by the senior officer you will consider your ship as under sailing orders, giving your officers only such leaves of absence as will enable you to reach them by signal or message.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander B. LANIER,
U. S. S. Alabama.

Letter from Flag-Officer Du Pont, U. S. Navy, to the Secretary of the Navy, regarding the withdrawal from his command of Captain C. H. Davis, U. S. Navy.

FLAGSHIP WABASH,
Off Fernandina, March 6, 1862.

SIR: The Department, I feel convinced, will excuse some delay in the return of Captain Davis under its order received in February, for it will appreciate the desire he and I had to execute together another of those plans, matured under your auspices, of the complete success of which he bears to you the tidings.

You are sufficiently acquainted with the merits of this officer not to require any additional testimony from me. His withdrawal from my command is a great loss to it and to me, but the Department is quite

right to avail itself in a larger sphere of his professional abilities and loyal devotion to his country's cause.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting request from a citizen of New York, requesting protection of his property in Florida.

NAVY DEPARTMENT, March 6, 1862.

SIR: I herewith enclose a copy of a communication dated the 26th ultimo, referred to this Department by the Secretary of State, from Buckingham Smith, esq., New York, asking protection of his property and relating to matters in Florida.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,

Comdy. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

341 W. FIFTEENTH STREET,
New York, February 26, 1862.

Mr. SECRETARY: I have several times been menaced with the seizure of my property in the South, and yesterday I was warned from a friendly source that my presence there had become necessary for its safety, all that I have being in the hands of sequestrators for the Government of Davis. In this last stage of affairs (common, no doubt, to many others), and as it is not my pleasure to go South at this time, I address myself to you, asking the protection of the United States under the treaty with Spain, holding property as I do in east Florida by descent from a Spanish subject of the country, and having myself at the time of the cession been a resident in the province.

I beg to state these facts with emphasis. Since the time that the conspirators took up arms there has in no wise any attempt been made by the Government to pacify the interior of the Peninsula of Florida or the eastern shore by even the looking in of a gunboat as high up the St. John's River as Jacksonville, or in passing the harbor of St. Augustine. On the average of once a week for a period of nearly four months the *Jeff Davis* hovered in the Gulf of Florida within a degree or two of latitude of that town, watching for prey, and finally it only disappeared by the commander, Coxetter, attempting to enter the port, supposing himself to be pursued by a United States vessel of war, when he wrecked his vessel. That town is the undisturbed residence of that privateer-sman, where he has his family, and has property, as also have Hardee, Kirby Smith, and Loring, all late of the U. S. Army, now active generals in the cause of the conspiracy. Through these ports have been received from neutral countries necessaries, particularly salt, coffee, quinine, opium, in exchange for pitch and cotton. Some passengers are passing (or have passed until very lately) by these means, and also correspond-

ence. The *Garibaldi*, schooner, I am inclined to think, still continued to make her trips from Jacksonville. The commerce of St. John's River has, in no instance, as I have said, been disturbed, and, in a word, the entire Peninsula of Florida by sufferance only is in rebellion, and while incapable of self-defense, sends troops to Richmond and attempts at last, by confiscating the property of contumacious citizens, to supply means for carrying on the war to the Confederate Government.

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

BUCKINGHAM SMITH.

Hon. WM. H. SEWARD.

Letter from Flag-Officer Du Pont, U. S. Navy, to the Mayor of Wilmington, Del., presenting two flags to that city in token of its loyalty.

FLAGSHIP WABASH,
Off *Fernandina, Fla., March 6, 1862.*

SIR: I have retained in my possession, until an opportunity offered of forwarding it, the American flag first hoisted on Fort Beauregard after its capture on the 7th of November, 1861.

I send with it a rebel flag, likewise captured in South Carolina by one of the vessels of my fleet under Acting Volunteer Lieutenant Conroy.

Will you do me the favor to present them in my name to the loyal city of Wilmington? They are the emblems of a war forced upon us by the most wicked conspiracy that a forbearing nation has ever had to contend with, the pretensions and crimes of which Wilmington has denounced from the beginning.

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

S. F. DU PONT,
Flag-Officer.

HIS HONOR VINCENT GILPIN,
Mayor of the City of Wilmington, [Del.].

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, to assume temporary command of the harbor of Port Royal, S. C.

FLAGSHIP WABASH,
Off *Fernandina, March 6, 1862.*

SIR: On the receipt of the mail from shore to-morrow you will please proceed with the *Susquehanna* to Port Royal and take charge of the harbor until my return.

You will also relieve the *Varuna*, Commander Boggs, and send her on her way to the Gulf as soon as she is ready to proceed. Dispatch a coal vessel, if any, to this place.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain J. L. LARDNER,
U. S. S. Susquehanna, off Fernandina.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP PAWNEE,
Fernandina Harbor, March 7, 1862.

SIR: You will please proceed, with the *James Adger* under your command, passing out by the first tide, to blockade off Charleston.

Respectfully, etc.,

[S. F. DU PONT,]
South Atlantic Blockading Squadron.

Commander [J. B.] MARCHAND,
U. S. S. James Adger, Fernandina Harbor.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, to assume command of the blockade off Charleston, S. C.

FLAGSHIP PAWNEE,
Fernandina Harbor, March 7, 1862.

SIR: On the receipt of this order, without waiting for the mails, you will please proceed to Port Royal.

If everything is quiet there, and you find that you can be spared, I wish you to take charge of the blockade off Charleston, embracing Stono, Bull's Bay, and Georgetown.

I consider it of the utmost importance that the blockade should be rigorously maintained, and I will send you as many vessels as can be spared. The *James Adger* proceeds to-day to Charleston, and the *Bienville* will follow to-morrow, stopping, however, at Port Royal.

Please to retain the *Augusta*, *Sumpter*, and other vessels now on that station until they can be relieved, unless there should be an absolute necessity to send any of them to Port Royal.

Do not send any mails from Port Royal south for any vessels except the *Pawnee*, *Florida*, and the four regular gunboats.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain J. L. LARDNER,
U. S. S. Susquehanna, off Fernandina.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Nickels, U. S. Navy, to proceed to blockade duty at Georgetown, S. C.

FLAGSHIP PAWNEE,
Fernandina Harbor, March 8, 1862.

SIR: On the receipt of this order you will proceed at once off Fernandina, and after transferring the colonel and men, whose capture you have reported to me, to the *Wabash*, you will continue to Georgetown and relieve the *Gem of the Sea*, now on blockade there, informing Captain Baxter that he can return to Port Royal.

You will show these orders to Commander O. R. P. Rodgers, of the *Wabash*.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Volunteer Lieutenant NICKELS,
U. S. Armed Vessel Onward, off St. John's.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, commanding U. S. S. Florida, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP PAWNEE,
Fernandina Harbor, March 8, 1862.

SIR: On the receipt of this order you will please proceed with the *Florida* under your command for blockading duty off Charleston.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. R. GOLDSBOROUGH,
U. S. S. Florida, off St. John's.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Off Fernandina, March 9, 1862.

SIR: You will please proceed to the blockade off Charleston, reporting to the senior officer there, to relieve the *Roebuck*, which vessel will then return to Port Royal.

Respectfully,

S. F. DU PONT,
Flag-Officer.

Acting Volunteer Lieutenant NICKELS,
U. S. Armed Vessel Onward.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, to proceed with prize schooner Alert to Port Royal, S. C.

FLAGSHIP WABASH,
Off St. John's, March 9, 1862.

SIR: You will please proceed with your prize to Port Royal and place her under charge of Captain Lardner, of the *Susquehanna*, or the senior officer present, and on my arrival there I will take the proper steps to send the prize or (if she be found by survey unfit to go to the North at this season of the year) her cargo to the proper authority for adjudication.

As soon as you are ready to leave Port Royal you will proceed off Charleston for blockading duty, reporting there to the senior officer present.

Respectfully,

S. F. DU PONT,
Flag-Officer.

Commander STEEDMAN,
U. S. S. Bienville.

P. S.—The senior officer at Port Royal will send on board of your ship all officers and men belonging to the *Bienville* now on the two prizes taken by you. Please show him these orders as authority therefor. He will detach, until my arrival, a sufficient force to see to their safety.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting information from Brussels regarding the steamer Economist.

NAVY DEPARTMENT, *March 11, 1862.*

SIR: I transmit herewith for your information an extract from a dispatch addressed to the Secretary of State, on the 19th ultimo, by the U. S. minister at Brussels, in relation to the steamer *Economist No. 2*, which vessel is suspected of a design to carry munitions of war to the rebels.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

No. 52.]

LEGATION OF THE UNITED STATES,
Brussels, February 19, 1862.

SIR: * * * I learn that he has purchased several batteries complete, numbering in all 80 cannon of various calibers, and that they are to be shipped from Hamburg by a steamer, the *Economist No. 2*, which is to proceed thence to London to take in blankets, etc., thence to Gravesend to fill up, as those which preceded her have done, with powder, clearing for Nassau, her shippers hoping she can run the blockade thence.

The *Economist No. 2* is a new English steamer, this being her first voyage. * * *

I have the honor to be, etc.,

H. SANDFORD.

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

Letter from Major-General Butler, U. S. Army, to Captain Lardner, U. S. Navy, commanding off Charleston, S. C., acknowledging service rendered by the officers of his command.

ON BOARD STEAM TRANSPORT MISSISSIPPI,
Off Hilton Head, Port Royal, S. C., March 12.

SIR: I beg leave to express to you my gratitude for the signal service rendered me by the officers of your command during my distress at this post. They have evinced that kindness and courtesy for which the Navy has ever been distinguished.

Since you ordered the master of the *Mercury*, Mr. Baldwin, to report to me for duty, he has acted, with his steamer, with great promptness and efficiency, and for his wearying work for two successive nights has my best thanks.

Wishing yourself, personally, all success with your command,
I am, most truly, yours,

BENJ. F. BUTLER,
Major-General, Commanding.

Flag-Officer LARDNER,
Commanding Squadron, Port Royal Station.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, to proceed to Mosquito Inlet, Florida, in view of the arrival at that place of the steamer Carolina from Nassau, New Providence.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 12, 1862.

SIR: Having received information that the rebel steamer *Carolina* has got into Mosquito Inlet from Nassau with arms, which she is now unloading, will you please proceed at once with the *Keystone State* under your command, off that place?

The bar is shallow, and of course you can not cross with your vessel, but I desire that you will keep as near the shore as possible until I can send others of light draft.

I enclose a copy of a letter containing interesting information.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.
Commander W. E. LE ROY,
U. S. S. *Keystone State*, off St. Augustine.

Please receive my commendation for the dispatch with which you executed my last order.

S. F. D. P.

Capture of the British schooner Fair Play, March 12, 1862.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark *Gem of the Sea*.

U. S. BARK GEM OF THE SEA,
Off Georgetown, S. C., March 12, 1862.

SIR: At 11 o'clock this morning, Georgetown light-house bearing W. by N., distant 9 miles, boarded the English schooner *Fair Play*, of Halifax, [Nova Scotia], and by her papers she hails from St. John, New Brunswick, and is bound to Nassau, New Providence. The captain of her reports himself in distress through loss of sails and water, which is his excuse for being in here.

On opening his letter to consignee I find by the invoice that the *Fair Play* has a suspicious cargo, and I therefore consider it my duty to send the vessel to Port Royal for your inspection in charge of Acting Master Nelson Provost.

Sir, I am, respectfully, your obedient servant,

I. B. BAXTER,
Commanding.

Commodore S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

P. S.—In the course of a few days I shall be obliged to leave here for Port Royal for supplies.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, regarding the disposition of the prize.

U. S. BARK GEM OF THE SEA,
Off Georgetown, S. C., March 21, 1862.

SIR: I sent the schooner *Fair Play* to Port Royal for the reason of not having supplies to go north and we could not supply her, and also

for the decision of the flag-officer of the South Atlantic Blockading Squadron. He sent her back to me for my decision of the port she should be sent to. I have now decided to send her to Philadelphia, which I trust will meet your approbation.

I am, respectfully, your obedient servant,

I. B. BAXTER,

Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy.

P. S.—Please find enclosed an extract from the New York Times in regard to Messrs. Adderly & Co., of Nassau, New Providence, to whom the schooner *Fair Play* and cargo was consigned.

[Enclosure—Newspaper clipping.]

Affairs at Nassau—Important information regarding the movements of rebel vessels running the blockade, etc.

[Correspondence of the New York Times.]

NASSAU, Saturday, February 15, 1862.

But little of importance has transpired since I wrote you last. I reported the arrival of the rebel steamer *Carolina* from Charleston in my communication per *Karnak*. Her consignees took out a British register for her and changed her name to *Kate*. She carried away a cargo of arms, ammunition, etc., from the British steamer *Gladiator*, and is reported to have arrived safely at Fernandina, Fla. After changing her colors, she gave the conch secessionists (without regard to color) a sail around Hog Island, which forms our harbor. I am sorry to say a few of our American visitors, who pretend to be strong Union men, joined the party. Soon after the *Kate* left the harbor they were visited with a tremendous thunder squall, such as you seldom see except in our tropical climates, which drove them all below and caused a large portion of them to part with their morning meal. It is described as having been highly interesting to those who were fortunate enough not to be seasick.

There have been several arrivals of small craft from Secessia with turpentine and cotton—one was the notorious privateer schooner *Sallie*. She is about the hardest looking vessel for a privateer I have ever seen. Her cargo was about 100 barrels of turpentine. One shell from a 32-pounder would place her among the things that were. The pilot boat *Alert* arrived on the 6th instant from Charleston, with a cargo of 50 bales of cotton. The captain told me (supposing I was a secessionist) that the Union fleet off Savannah could take the city at any time without difficulty, and even if they remained in their present position for any length of time they would starve the troops out of Fort Pulaski, as all supplies were entirely cut off, and every attempt to send them had failed.

The steamer *Ella Warley* had not yet returned, notwithstanding she has been expected for the last three weeks with cotton for the ship *Eliza Bonsall*, now lying in the harbor for a cargo. I think they are afraid to attempt to run the blockade again, as the captain told me it was next to an impossibility for a vessel of her size to perform the feat. Should she fall into the hands of our squadron it would prove a heavy loss to her bogus owner here, who is what we style a "red-headed crab," about 18 years old, with but little brains and less money.

On Tuesday last the old steamer *Governor Dudley* arrived from Charleston with 400 bales of cotton. The captain fearing the cotton

would go North if sold here, refused to take any price for it. After taking out a British register and changing her name to the *Nellie*, he left for Havana with a Nassau pilot on board to carry him across the [Bahama] Banks. He intends taking a return cargo to Charleston, and expects to be back here in about a month with more cotton. The *Nellie* is an old boat, nearly used up both in hull and machinery. Her speed is not over 8 or 10 knots, with a full head of steam.

The steamer *General Miramon* arrived here from Havana on the 6th instant with an assorted cargo, and sailed on the 9th again with the same cargo for Havana. Her destination from here was Vera Cruz, but the Government refused to clear her for that port. The schooner *Garibaldi* (which I mentioned in my last), schooner *Thomas Perry*, and several other rebel vessels, have cleared from here lately for St. John, New Brunswick, with salt and general cargo. They, unfortunately, lose their way and invariably bring up in Charleston, Fernandina, or some other Southern port, unless some of our Union gunboats fall in with them and pilot them into New York, Philadelphia, or Baltimore. The captain of the *Alert* reports salt worth \$7 per bushel in Charleston. He says the Confederate Government seize all they can get and pay in shipplasters.

The secesh conchs here were highly elated by a rebel report from Charleston of a great battle having been fought at Bowling Green, in which the rebels were reported victorious, having cut the National forces to pieces and captured a large portion of them. The news by the *Karnak* has put an end to all their rejoicings:

Several wrecks have occurred at the out islands lately. The British brig *Nyassa*, Campbell, master, from Gonaïves for Gibraltar and orders, was wrecked at Inagua on the 20th ultimo, with a cargo of 2,200 bags coffee; 800 bags saved dry, 900 badly damaged, and 500 lost. The bark *Maryland* was wrecked at the same island on the 30th ultimo, with a cargo of 4,300 bags coffee; only about 600 bags saved, and that badly damaged. The German brig *Alphons*, from Savanilla [Sabanilla], bound for Bremen, with a cargo of tobacco, cigars, cedar, and ivory nuts, was wrecked at Mayaguana [Mariguana] on the 30th ultimo; a small portion only of her cargo has been saved. The brig *George O. Ross*, Rice, master, from Port au Prince for New York, with coffee, honey, and logwood, was wrecked at Long Cay about the middle of last month; all the cargo was saved and sold there. The brig *Ben Dunning* was at Inagua on the 10th, loading salt for New York.

The steamer *Kate* returned here yesterday from Fernandina, in ballast, to load with part of the rest of the *Gladiator's* cargo. Is there no way this business can be stopped? If the Government would send out half a dozen fast gunboats to cruise along the [Bahama] Banks they would undoubtedly catch some of these vessels. The brig *A. M. Bartlett*, from Boston, with a cargo of hogshead shooks, bound for Sagua La Grande, was wrecked at Abaco on the 5th instant. A small portion of her cargo was saved and brought here. The *Kate* evidently brought bad news from Charleston, as the *Karnak* is detained by H. Adderly & Co., to take on board the cotton intended to be sent to England in the ship *Eliza Bonsall*, and the *Eliza Bonsall* is bending sails and making other preparations for sea. H. Adderly & Co. are agents for the *Gladiator* and *Eliza Bonsall*, and, in fact, either agents for or pretended owners of nearly all the secession sailing vessels and steamers that arrive here, notwithstanding they have made a large portion of their money out of northern wrecks. They aid and abet the South in every possible way, and are more firmly opposed to the North than any other house here. Captain Lockwood, of the *Kate*, upon being asked what

cargo he carried over last voyage, answered "food for the North," meaning arms and ammunition. I hope he may dine upon a meal of the same sort before he gets back to Fernandina. He reports the *Ella Warley* loaded in Charleston, and that the owners have discharged the crew, as they fear to make another attempt to run the blockade.

UNION.

Order of the Secretary of the Navy to the commanding officers of the U. S. steamers Wamsutta, Madgie, and Victoria to proceed to duty in the South Atlantic Squadron.

NAVY DEPARTMENT, *March 13, 1862.*

SIR: Proceed with all practicable dispatch with the U. S. S. *Wamsutta* under your command to Port Royal, S. C., and report to Flag-Officer S. F. Du Pont for duty as a part of the South Atlantic Blockading Squadron. Before sailing transmit to the Department a muster roll of the crew and a separate list of the officers of the *Wamsutta*.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Acting Volunteer Lieutenant WM. L. STONE, U. S. Navy,
Commanding U. S. S. Wamsutta, New York.

[Orders of same date and like tenor to Acting Master F. B. Meriam, U. S. Navy, commanding U. S. S. *Madgie*, and Acting Master J. D. Warren, U. S. Navy, commanding U. S. S. *Victoria*.]

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, regarding the U. S. S. Henry Andrew.

FLAGSHIP WABASH,
Off St. Augustine, March 11, 1862.

SIR: Please send as soon as possible the *Henry Andrew*, now at Wassaw, to Fernandina, to report to Commander Drayton, directing Commander Gillis to supply her with coal and provisions.

Dispatch this order to Wassaw by the speediest conveyance, pilot boat or otherwise. I want the *Andrew* much.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain J. L. LARDNER,
U. S. S. Susquehanna, Comdy. Naval Forces, Port Royal Harbor.

P. S.—If the *E. B. Hale* can be spared from Wall's Out send her also to Fernandina.

Order of Commander Drayton, U. S. Navy, to Lieutenant Downes, U. S. Navy, to assume temporary command off Fernandina.

U. S. S. PAWNEE,
Fernandina, March 16, 1862.

SIR: I am ordered to proceed to Port Royal and to place you in charge here until my return, which will be most likely in a week.

The *Potomska* will also remain until further orders, and unless you prefer being off St. Mary's yourself, you will place her there.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer at Fernandina.

Lieutenant Commanding JNO. DOWNES,
U. S. Gunboat *Huron*, off St. Mary's.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, regarding the transportation of battalion of marines to St. Augustine.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 17, 1862.

SIR: I send the *Keystone State* to Port Royal. If the *Bienville* is still there, and has coaled, you will order the battalion under Major Reynolds to be embarked on board of her and dispatch the *Bienville* to this place, allowing Commander Le Roy to repair his engine. If, however, the *Bienville* has left, give the *Keystone State* 40 tons of coal and send her with the marines as soon as possible, expediting the coaling with all speed.

The accompanying communications for the *Dale*, *Western World*, and other vessels please have delivered whenever opportunity offers.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain J. L. LARDNER,
U. S. S. *Susquehanna*, Commanding Naval Force, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Major Reynolds, U. S. Marine Corps, to report with his battalion at St. Augustine.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 17, 1862.

MAJOR: On receipt of this order you will embark with the battalion under your command on either the *Bienville* or the *Keystone State*, as Captain Lardner may direct, for this place, leaving only your sick behind.

Bring all your camp equipage, as I intend you to garrison St. Augustine, which you will find an important, but at the same time very pleasant, post.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Major J. G. REYNOLDS, U. S. Marine Corps,
Commanding Marine Battalion, Bay Point.

Report of Lieutenant Stevens, U. S. Navy, regarding reconnoissance in St. John's River to Palatka, and the intended expedition for the capture of yacht *America* and steamer *St. Mary's*.

U. S. GUNBOAT OTTAWA,
Off Jacksonville, Fla., March 17, 1862.

SIR: Since my last communication I have made a reconnoissance as far as Palatka, and found no hostile demonstrations; on the contrary,

the assurance I gave that we did not come to molest peaceable citizens has had a good effect. I am induced to believe from the result of my visit up the river and from my intercourse with the citizens here, if a sufficient force is left at this point to protect the Union sentiment, which is showing itself more and more, the State of Florida will soon be disenthralled. General Wright has been and is still here. He leaves to-morrow to meet you, and to him I refer for full particulars as to the actual condition of affairs. I am happy to say our views fully accord.

If the vessels should be kept here for any length of time, they will require provisions and coal. On my way down to this place from Palatka, I sent Acting Master Budd, with the first cutter of the *Wabash*, to seize 9 bags coffee belonging to the rebels, which he succeeded in obtaining.

I go up this evening in the *Ellen* with the two armed boats from the *Wabash*, in company with the *Darlington*, which latter vessel is now here to capture, if possible, the yacht *America* and steamer *St. Mary's*. When the objects in view have been fully accomplished, I shall make a full report of what has transpired since separating from the flagship.

Very respectfully, your obedient servant,

T. H. STEVENS,

Lieutenant, Commanding, and Senior Officer Present.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, regarding reconnoissance in Mosquito Inlet, Florida.

U. S. S. KEYSTONE STATE,

At Sea, March 17, 1862.

SIR: In obedience to your order of the 12th instant, I proceeded off Mosquito Inlet, anchoring the same afternoon, and on the following morning sent in a boat to make a reconnoissance. We found the channel had changed to the southward of the entrance marked by the buoy, the old one being entirely closed at low water. Owing to the sea on the bar, I did not deem it prudent to permit the boat to attempt to cross the bar, but on the morning of the 14th, I sent a boat inside, finding 11 feet on the bar. I enclose accompanying a rough tracing of the position of the channel, with soundings, etc. The only vessel visible was a small schooner lying near the town of New Smyrna, where there were only 2 feet water at low tide, and distant 2 or 3 miles from the bar. The boat's crew landed on one of the points, but nothing of interest was discovered. On the evening of the 16th the *Penguin* arrived, and, in obedience to the verbal order brought me by Lieutenant Commanding Budd, I left this morning at 9 o'clock, having delayed the night to enable me to supply the *Penguin* with coal to the amount of 20 tons.

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

W. E. LE ROY,

Commander.

Flag-Officer SAMUEL F. DU PONT, U. S. Navy,

Comdy. South Atlantic Blockading Squadron, off St. Augustine.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of Commander Godon, U. S. Navy, commanding U. S. S. Mohican, regarding operations in St. Simon's Sound, March 17-30, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 6, 1862.

SIR: I have the honor to forward a copy of an interesting report from Commander S. W. Godon, detailing events in St. Simon's Sound and the establishment of a colony of contrabands on St. Simon's Island.

This officer also calls my attention to the necessity of having an armed vessel at Doboy, for the double purpose of covering St. Simon's Island and blockading the Altamaha, but I regret to inform the Department that I have none to send.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

[Enclosure.]

U. S. S. MOHICAN,
St. Simon's Sound, March 30, 1862.

SIR: Since my communication of the 16th by the *Potomska*, I have to report that on the 17th, with the launch and another armed boat, I entered Jekyl Creek and proceeded to Dubignon's place, where I discovered a deserted battery of three guns to command that stream and the remains of a camp of some two hundred men. A considerable quantity of cattle remains on the island, but very wild on our approach.

The following day the steamer *Connecticut* arrived, and in endeavoring to enter the port ran aground to the north of the bar.

I sent the *Pocahontas* to her aid, and by night she was again afloat without sustaining any injury.

A few hours after she left for Fernandina, a fresh gale sprang up and continued to blow for several days; indeed, so strong as to prevent movement in boats about the sound.

On the 22d the *Bibb* made her appearance, and Captain Boutelle at once commenced placing the buoys for the bar and channel.

Since then I have been some distance up the inside passage of St. Simon's Sound and landed in considerable force at Cooper's place, where we again found a quantity of cattle, but equally wild with those of Jekyl Island.

Contrabands continue to come to us. I sent a number by the *Potomska* to Fernandina, and also several by the *Connecticut*. On the 26th I started for Brunswick to look to that place, and on my way up the river twenty-seven more contrabands came to me. It now became necessary to obtain food for these people, as they mustered over forty men, women, and children, and both my provisions and those of the *Pocahontas* were getting low.

I was informed that a quantity of corn might be had on Colonel's Island, opposite Brunswick, at a Mr. Scarlet's place. I proceeded there and, with the aid of the contrabands, who, in fact, had belonged mostly to this Mr. Scarlet, I procured 150 bushels of corn, a quantity of pease, and sweet potatoes, with some cotton.

I also brought off tools for working the ground, cornsheller, and a mill for grinding corn. Colonel's Island is separated from Fancy Bluff,

on the mainland, by a small stream, and at Fancy Bluff we noticed the rebel pickets.

At sundown I threw two shells from the *Pocahontas* among them.

The following morning, on landing to finish our work, we learned through one of the contrabands that the pickets had been increased to 150 soldiers at Fancy Bluff.

We landed our fieldpieces and a strong force on Colonel's Island and obtained what we needed, and that night, after again firing a shell or two at Fancy Bluff, proceeded to St. Simon's.

Here I landed all the contrabands, with their corn and provisions, tools, etc., and, having housed them, have set them to work.

Already they have planted potatoes. To-morrow they begin to prepare the land for corn. They have set up their mill, and I have told them they are to plant cotton and thus to become of use to themselves. They seem contented, but without a vessel at the other end of the island they are in danger of being interfered with by soldiers landing in that direction and approaching them at night. St. Simon's is a fine, rich island, about 10 miles long. On the north end is a village, Frederica. It is said to be healthy. The marine battalion might be employed here most usefully. They could occupy both ends of the island, and a small gunboat at each end would render it perfectly secure and block up Brunswick and Darien. A thousand blacks could be usefully employed here and made self-supporting. Such a colony, properly managed, would do much good. Those that are now here, some forty in number, live on T. Butler King's place, and under cover of our guns. For the present, then, you will perceive that I have food such as the contrabands are accustomed to last some time, even with increased numbers coming in; but I would earnestly recommend the sending of another small vessel, as stated above, at once to Doboy Island. I do not know what your intentions are in regard to the blacks. Should they be continued here, corn and salt fish should be supplied them until they can procure their own living from the land they are now tilling. I request your further orders in these matters. The provisions and coal of both vessels are getting so low that unless I see you soon, as your note gives me the hope, I shall be obliged to send the *Pocahontas* to Port Royal for supplies, and this vessel would soon have to follow.

I am, very respectfully, your obedient servant,

S. W. GODON,

Commander and Senior Officer Present.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, to send the U. S. S. Pawnee to Hampton Roads.

NAVY DEPARTMENT, March 18, 1862.

SIR: If you can possibly spare the *Pawnee*, send her to Hampton Roads immediately, with orders to report to Flag-Officer Goldsborough.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron, Port Royal.

Order of the Secretary of the Navy to Commander Lanier, U. S. Navy, commanding U. S. S. Alabama, to report for duty at Port Royal, S. C.

NAVY DEPARTMENT, March 18, 1862.

SIR: Proceed with all practical dispatch to Port Royal and report to Flag-Officer Du Pont or the senior officer present.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander E. LANIER, U. S. Navy,
Commanding U. S. S. Alabama, Baltimore.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, to proceed with dispatch to Port Royal, S. C., to procure provisions.

FLAGSHIP WABASH,
Off St. John's, Fla., March 18, 1862.

SIR: I find on reflection and examination of our resources in this ship that it will be most difficult to coal and provision the squadron.

I find I can leave you nothing on my passage up, and you will therefore leave the *Huron* and *Potomska* to guard Fernandina and proceed with all dispatch to Port Royal, fill up with everything you can get, and return in all haste to Fernandina.

I will, so soon as Captain Rodgers returns from Jacksonville, for which place he leaves at daylight, go myself to Port Royal and expedite the coaling and provisioning of all the fleet.

Respectfully, your obedient servant,

S. F. DU-PONT,
Flag-Officer.

Commander P. DRAYTON,
U. S. S. Pawnee, Fernandina.

P. S.—Acting Master Godfrey, pilot, will have the temporary charge of the steamer *Darlington*, and Acting Master Mattair will act as pilot for Fernandina Harbor, and will be ordered to report to you.

S. F. DU P.

Capture of the British ship Emily St. Pierre, March 18, and recapture from prize crew, March 21, 1862.

Report of Commander Goldsborough, U. S. Navy, senior officer off Charleston, S. C.

U. S. S. FLORIDA,
Off Charleston, S. C., March 18, 1862.

HONORABLE SECRETARY OF THE NAVY: I have to inform you that the blockading squadron off Charleston, consisting of the *Florida*, *James Adger*, *Sumpter*, *Flambeau*, and ship *Onward*, have this day captured the ship *Emily St. Pierre*, of Charleston, from Calcutta, loaded with 2,173 bales of gunny cloths.

The *Emily St. Pierre* has a British register and manifest, but her name being mentioned among those furnished by the Department, and as she belongs in Charleston, S. C., I have not hesitated to take possession of her, and have sent her to Philadelphia under charge of Acting Master Josiah Stone with a prize crew of two men from each of the

blockading vessels, with orders to deliver her over to the U. S. district attorney at that place.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Commander, U. S. Navy, and Senior Officer.

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

Report of Commander Goldsborough, U. S. Navy, senior officer off Charleston, S. C.

U. S. S. FLORIDA,
Off Charleston, March 18, 1862.

FLAG-OFFICER: I have the honor to report that at 11 a. m. of this day, the wind being fresh from the N. E. and weather thick, the look-out ship, the *Onward*, discovered a strange sail in the offing, about 3 miles to seaward, standing directly into the harbor under full sail, and with no colors flying. The *James Adger* being guard ship of the day, immediately stood for her. She proved to be the ship *Emily St. Pierre*, of Charleston, mentioned in your list of suspected vessels, from Calcutta, November 27, 1861, with a cargo of 2,173 bales gunny cloth, British papers, manifest, etc., and the word "Liverpool" on her stern. I have seized and sent her to the port of Philadelphia for adjudication under charge of Acting Master Josiah Stone, of this steamer, with a prize crew of two men from each of the vessels blockading this port. The other vessels being short of officers, I sent First Assistant Engineer John S. Smith (not requiring his further services since Mr. Ziegler has reported) to assist Mr. Stone. Acting Master's Mate Hornsby, of the *Onward*, has been detached from that vessel for similar duty. The captain, steward, and cook of the *Emily St. Pierre* remained on board; the balance of the crew have been divided between the *James Adger* and this vessel, 2 mates and 7 seamen being on board of the *Florida*; a list of her crew is herewith enclosed.

Her papers I sealed and forwarded to the judge of the U. S. district court for the eastern district of Pennsylvania. Messrs. Stone and Hornsby have orders to return to their vessels when their services are no longer required. I learn the ship had the secession flag flying fifteen days previous to sailing from Calcutta.

I deem it proper to inform you I have issued orders to the blockading force off this harbor not to allow any vessels to enter our lines without their nationality being fully established.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Commander, U. S. Navy, and Senior Officer off Charleston.

Flag Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, regarding the transportation to Washington, D. C., of the crew of the prize.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 25, 1862.

SIR: I received by mail last evening several communications from you, among others one containing the capture of the *Emily St. Pierre*, upon which I congratulate you.

The *Bienville*, on her way to Washington, will stop off Charleston and you will please put on board of her the crew of the captured ship, now on the *Florida* and *James Adger*. These men, according to the instructions of the Department, are not prisoners and can not be unnecessarily detained except as witnesses.

I have forwarded the muster roll of the vessels blockading off Charleston.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. R. GOLDSBOROUGH,
U. S. S. Florida, Comdg. Blockading Forces off Charleston, S. C.

Report of Acting Master Stone, U. S. Navy, commanding prize, regarding the recapture.

LIVERPOOL, April 26, 1862.

DEAR SIR: I feel it my duty to write you, letting you know that on the 18th of March I was sent on board the ship *Emily St. Pierre* to take her to Philadelphia; Captain Wilson and his cook and steward were permitted to remain on board, the rest of the crew being taken off by Captain J. R. Goldsborough. Captain Wilson was to go as a passenger, and I supposed he was on parole with Captain J. R. Goldsborough, and I treated him as such; the cook and steward to act as cook and steward for myself, officers, and men. All went on well until the morning of the 21st of March. I was then off Cape Hatteras, distant about 30 miles, it bearing about W. N. W. Captain Wilson came on deck to me in a pleasant manner, spoke of the nice wind I had all night; after talking ten or fifteen minutes he asked me if I would go in the cabin and show him the position of the ship on the chart. I walked in with him, and while in the cabin, he, Captain Wilson, grabbed me by my collar and drew a belaying pin from under his vest, at the same time the cook and steward sprang out of a room, put two revolvers at my head, threatened my life, put me in irons, put me in a small room, and locked me in and then told me that he had taken Mr. Hornsby, the master's mate, and Mr. John S. Smith the same way. He went into these officers' rooms while they were asleep, put them in irons, and put gags in their mouths; after this he went on deck. Six of the men being asleep in the fore-castle he locked them in. He then got three of the men that were on deck to go down aft in a scuttle and pass up a coil of rigging; told the men that I wanted it. When the men were down he put the hatches on and thus had all the crew fastened up except three. He then got some of the crew to help him work the ship to this port. He shot one man at the time, but did not kill him; he is getting well, and one man on the passage fell from the fore-yard on deck and died the next day, of which I was not told until we got here. Myself and master's mate were kept confined all the passage, thirty-one days. We arrived here on the 21st of this month, and are now detained here by order of Mr. Adams at London.

Your humble servant,

JOSIAH STONE,
Acting Master, U. S. Navy.

Flag-Officer S. F. DU PONT.

There are now six vessels in this port taking in cargo to run the blockade, four sailing vessels and two steamers. I will give the names

of the sailing vessels: Ship *Southerner*, brig *Sophia*, brig *Rosalind*, brig *Lilla*; as near as I can find out are bound to Charleston, and the two steamers, *Memphis* and *Julia Usher*, to New Orleans.

With respect,

J. STONE.

Letter from Commander Goldsborough, U. S. Navy, to the Secretary of the Navy, regarding the character of Acting Master Stone, U. S. Navy.

U. S. S. FLORIDA,
St. Simon's Sound, July 1, 1862.

SIR: While I condemn in the strongest terms the course pursued by Acting Master Josiah Stone in quietly and tamely surrendering his ship, the *Emily St. Pierre*, without the slightest effort of resistance, notwithstanding the sword which he possessed and the revolver which I gave for the purpose of defense, it gives me great pleasure to bear testimony that during the time Mr. Stone was under my command his moral character and gentlemanly deportment merited my entire approbation, and his watchfulness, vigilance, and attention to duty inspired me with respect.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Commander.

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

Expedition in St. John's River, Florida, March 18-25, 1862, and discovery and raising of the C. S. yacht America.

Report of Lieutenant Stevens, U. S. Navy, commanding U. S. S. Ottawa.

U. S. GUNBOAT OTTAWA,
Off Jacksonville, March 28, 1862.

SIR: I returned this morning with the launch and first cutter of the *Wabash* and the steamers *Darlington* and *Ellen* from Dunn's Creek with the yacht *America*, which, after a week's hard labor and valuable assistance of Lieutenant Irwin, Acting Master Budd, and First Assistant Engineer Dungan, I succeeded in raising and bringing to this place, where I shall keep her awaiting your further instructions.

She is without ground tackle or sails and almost everything else but her lower masts, bowsprit, gaffs, and some light spars. I send the *Darlington* with the boats of the *Wabash* to St. Augustine, apprehending that you may have use for them. If not and I can have their services, I propose to go to Haw Creek and raise the steamer *St. Mary's*, in which I have no doubt we shall succeed. Farther up the St. John's River there is a large amount of floating property which is of value to the rebels and will be of great use to the U. S. Government.

On my way down I stopped at Palatka and took on board the *Ellen* a quantity of resin, sirup, moss, hardware, etc., which I have placed in charge of General Wright in one of the storehouses of this place, leaving word with ex-Governor Moseley, at Palatka, if the property belonged to persons not in arms or not inimical to the authority of the Government of the United States it would be returned, or, if used, paid for at a fair market value; otherwise not. Some 8 or 10 miles

below Jacksonville there are two pieces of artillery sunk, which Captain Ammen will endeavor to secure to-morrow. I enclose his copy of a communication which will explain itself.

Everything remains quiet at this place.

• Awaiting your instructions, I remain, respectfully, your obedient servant,

T. H. STEVENS,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

I enclose a proclamation of General Sherman's, which you may possibly have not seen, and the resolutions of the citizens of this place.

[Enclosures.]

ST. JOHN'S RIVER, *March 27, 1862.*

To the owners of property at Orange Mills:

The undersigned, senior naval officer commanding the United States naval forces in the waters of St. John's, has reason to believe that a man named De Costa, while in charge of the Orange Mills and property adjacent thereto, has been maltreated and incarcerated for holding intercourse with persons belonging to the naval forces of the United States by some lawless person or persons. He therefore notifies the owners of property in and about Orange Mills that if the said De Costa is not delivered in Jacksonville by Sunday next he will destroy their property.

T. H. STEVENS, U. S. Navy,
Senior Naval Officer,
Commanding U. S. Naval Forces in the waters of St. John's.

HEADQUARTERS EXPEDITIONARY CORPS,
Jacksonville, Fla., March 20, 1862.

To the people of East Florida:

The troops of the United States have come amongst you to protect loyal citizens and their property from further molestation by the creatures of a rebel and usurped authority, and to enable you to resuscitate a government which they have ruthlessly endeavored to destroy.

All loyal people who return to or remain at their home, in the quiet pursuit of their lawful avocations, shall be protected in all their rights, within the meaning and spirit of the Constitution of the United States. The sole desire and intention of the Government is to maintain the integrity of the Constitution and the laws and reclaim States which have revolted from their national allegiance to their former prosperous and happy condition.

There is great satisfaction in the fact, now become patent to all, that a large portion of you still cling, in your hearts, to that mother who first liberated you from the thralldom of a despotic government; who next rescued you from the deathly grasp of the wily savage, at a frightful cost of life and treasure; and who afterwards elevated you from the condition of territorial dependence to that of a proud and independent State.

I earnestly recommend that in every city, town, and precinct you assemble in your primary and sovereign capacity; that you there throw off that sham government which has been forced upon you, swear true

fidelity and allegiance to the Constitution of the United States, and organize your government and elect your officers in the good old way of the past.

When this is done, then will you see the return of prosperous and happy days in the enjoyment of that trade and industry to which your extensive coast is so well adapted and in the immunity from that want and suffering to which you have been so wickedly subjected by the traitorous acts of a few ambitious and unprincipled men; then will you enjoy the fruits of your honest labor, the sweets of happy homes, and the consolation of living under those wise and salutary laws that are due only to an industrious and law-abiding people.

T. W. SIHERMAN,
Brigadier-General, Commanding.

Additional report of Lieutenant Stevens, U. S. Navy, commanding U. S. S. Ottawa.

U. S. GUNBOAT OTTAWA,
Port Royal, April 23, 1862.

SIR: As you intimated it would be interesting to know more of the circumstances connected with the recovery of the yacht *America* than was contained in my official report, I have to inform you that the day after the occupation of Jacksonville I proceeded up the river as far as Palatka, and there met a person who informed me in general terms as to her whereabouts and that of the steamer *St. Mary's*. On my way down on board the *Ellen* a boat was discovered with two persons in it, to which we gave chase, when as we neared the shore the boat was abandoned. Upon searching the boat a letter was discovered from a Mr. Hemming, the person who was employed to sink the yacht and the steamer, giving all the information desired. I reached Jacksonville the same evening, and the next morning I started in the *Darlington*, with the *Ellen* and the launches of the *Wabash*, for Dunn's Creek, where I found the yacht sunk in about 3 fathoms water, only her port rail being above water. Leaving the *Ellen* to protect her from any further injury, I proceeded on in the *Darlington*, with the two boats of the *Wabash*, through Dunn's Lake into Haw Creek, a distance of about 140 miles from Palatka, and there found the *St. Mary's*, a fine and valuable steamer, also sunk.

As we had no suitable purchases to raise the vessels, I returned to Jacksonville in the *Darlington* for them, leaving the *Ellen*, with the boats named, alongside of the yacht to make preparations for raising her. Finally, after procuring such imperfect means as I could find, and after a week's hard and laborious effort on the part of all the command, our efforts were successful in raising the *America*, and I have to report her safe arrival in this place, where she was towed by the *Ottawa*, and where she awaits your orders.

The *America* was brought to Jacksonville by a Lord Dacy, and, I am well informed, was sold to the Confederate Government some four months ago (at which time she ran the blockade) for the sum of \$60,000. It is asserted and generally believed she was bought by the rebels for the purpose of carrying Slidell and Mason to England.

Very respectfully,

T. H. STEVENS,
Lieutenant, Commanding Ottawa.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Collins, U. S. Navy, urging the continued presence of gunboats for the protection of the army force in Wright's River.

U. S. GUNBOAT UNADILLA,
Wright's River, South Carolina, March 19, 1862—1 p. m.

SIR: At the request of General Viele I give it as my opinion that the gunboats now here are necessary for the proper support and protection of his small force of about 2,000 men, extending over a space of 7 miles, and including the batteries on Jones and Bird islands (500), and the remaining 1,500 on the island of Daufuskie, with but a single field howitzer on the island.

Were there no gunboats here the latter island would be open to attacks in flats and boats by May, New, and Wright's rivers.

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

N. COLLINS,
Lieutenant, Commanding.

Captain J. L. LARDNER,
U. S. S. Susquehanna.

Report of Lieutenant Collins, U. S. Navy, regarding the continuance of Confederate communication between Savannah and Fort Pulaski.

U. S. GUNBOAT UNADILLA,
Wright's River, South Carolina, March 20, 1862.

SIR: Lieutenant Robinson, of the Army, while passing from Bird Island battery to Daufuskie with two deserters from Fort Pulaski, stopped along-side and gave me the information contained in my letter of last night to you.

Not wishing to detain Lieutenant Robinson I did not question the deserters, but I have since understood they obtained the information by reading a letter from Savannah.

From the deserters we learn that communication between Fort Pulaski and Savannah is had every two or three days.

As we have no pilot for either of the three gunboats now here I respectfully request that one or more may be sent to us.

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

N. COLLINS,
Lieutenant, Commanding.

Captain J. L. LARDNER,
U. S. S. Susquehanna, Senior Naval Officer, Port Royal, S. C.

Report of Captain Lardner, U. S. Navy, regarding measures of cooperation in view of expected attack upon Federal batteries in the Savannah River.

U. S. S. SUSQUEHANNA,
Port Royal, March 20, 1862.

SIR: This morning at 4 o'clock I received a note from General Viele, informing me that he anticipated an attack upon his batteries on the Savannah River by an expedition from the city, and requesting me to send him the *Pettit* and, if possible, one or two other light-draft gunboats.

I also received a letter with the same information from Lieutenant Commanding Collins, of the *Unadilla*.

I at once dispatched the *Pettit*, which had come for coal, with the two launches of this ship, under charge of the first and third lieutenants, to join Lieutenant Commanding Collins, and regretted that I had no gunboats at my disposal.

Very respectfully, your obedient servant,

J. L. LARDNER,
Captain.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Lieutenant Collins, U. S. Navy, to Lieutenant Gillis, U. S. Navy, to assume temporary command of the U. S. S. E. B. Hale.

U. S. GUNBOAT UNADILLA,
Wright's River, South Carolina, March 20, 1862.

SIR: In consequence of the illness of Captain William J. Foster, you will take command of the *E. B. Hale* till the pleasure of the senior naval officer at Port Royal be known.

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

N. COLLINS,
Lieutenant, Commanding.

Lieutenant JAMES H. GILLIS, U. S. Navy.

Letter from Captain Lardner, U. S. Navy, to Lieutenant Collins, U. S. Navy, approving the temporary assignment of Lieutenant Gillis.

U. S. S. SUSQUEHANNA,
Port Royal, March 21, 1862.

SIR: Your temporary appointment of Lieutenant Gillis is approved until the order of the commander in chief is made known.

Respectfully, your obedient servant,

J. L. LARDNER,
Captain and Senior Officer.

Lieutenant Commanding N. COLLINS,
U. S. Gunboat Unadilla, Wright's River.

Unofficial letter from Flag-Officer Du Pont, U. S. Navy, to the judge of the district court of Florida, regarding the sentiment of the people of Jacksonville.

FLAGSHIP WARASH,
Off St. John's, Florida, March 21, 1862.

MY DEAR JUDGE: I have just communicated with General Sherman on his return from Jacksonville.

A meeting was called there last night by the citizens and the strongest Union resolutions passed, expressing the determination of the people of Florida to be a part of the Union and condemning the Confederate

States Government as never having been approved by the people of Florida.

The steamer *Jackson* hove in sight as I received the intelligence from General Sherman, and thinking it might be agreeable to you to receive the information, I send these few lines.

Another regiment will be sent to Jacksonville to-morrow.

The gunboats have been up the St. John's a second time, finding the steamer *St. Mary's* and yacht *America* at Haw Creek, at the head of Dunn's Lake. They had both been sunk by the rebels, but can be raised with ease. It seems the yacht was purchased to send to England Messrs. Mason and Slidell.

We have no later news from the North than what will be given you by Captain Woodhull, who passed yesterday. If what we heard be true, and believed at Jacksonville, that Pensacola has been abandoned, it would indicate a combination of all the rebel forces at some fitting point at which to make a great and final struggle, staking the whole issue on the result.

The sudden and unexpected victories in the West have produced this marvelous change in their policy and arrogance. A Charleston paper of the 13th instant tries to allay the extreme panic produced in that city by the evacuation of Manassas in a brief paragraph, which, however, in itself clearly shows the consternation prevailing there in consequence of this unexpected intelligence. I shall squeeze them soon from Edisto, my gunboats having already been up to Legaré's plantation.

If Commodore McKean should be at Key West, give my warmest regards to him.

With great regards, yours, most truly,

S. F. DU PONT,
Flag-Officer.

Hon. WM. MARVIN,
Judge U. S. District Court.

Report of Lieutenant Nicholson, U. S. Navy, regarding general condition of affairs in St. Augustine.

U. S. S. ISAAC SMITH,
Off' St. Augustine, Fla., March 21, 1862.

SIR: On the 18th instant I took possession of all the post-office property (the postmaster having fled with the rebel troops) and removed it to this vessel for safe keeping. On the evening of the same day I received from Mr. Arnou the lenses belonging to the light at this place. Upon cross-questioning the above-named gentleman, I discovered that he had a large number of articles in his own house belonging to the Government. I at once had them all delivered to me and they are now stored, some on board of this vessel and the others on shore. After receiving all the property, I allowed Mr. Arnou to depart, releasing him from arrest. Yesterday I took possession of a boat which belongs to the prize schooner. I have mounted an VIII inch gun upon the ramparts of Fort Marion, in a position to command the main road to the city. Several contrabands have delivered themselves to, or been arrested by, the guard at the entrance of the city; they have fled from their masters, who are in rebellion. I have sent them to the fort; no application has as yet been made for them. Everything is quiet in

town, and no signs of any disturbance from any quarter; the people appear to be attending to their usual avocations. I have made arrangements for a supply of fresh beef and vegetables for the troops on shore, as well as the ship's company, and at a very reasonable price—beef 10 cents per pound and vegetables about 2 cents per pound. The pilot, Lopez, having come on board as soon as he returned from fishing, I did not arrest him, as his excuse appeared to me a valid one; he reports to me daily on board. As many of the residents here are decidedly Union in feeling, and also belong to more Northern States, they are very desirous of writing to and hearing from their relatives and friends. Can not a post-office be established here, as at Port Royal? I have volunteered to forward letters north, but how can the answers be received without an office? As our bills here will amount to a considerable sum, and our stock of money is small, can you not order the transfer of \$1,000 to this vessel from your ship? I would prefer it to be in Treasury notes of small denominations, as the circulation of these notes at the South will be an additional incentive to loyalty on the part of the holder. Upon enquiry on shore, I found that the only blacksmith of the place was in the rebel ranks. So I took possession of his establishment, which I have since learned belongs to the United States, it having been loaned to him; the tools are his private property, but of course are used by our blacksmiths for the public work. Accompanying are lists of public property that is stored in town, also lots, houses, etc., and lists of property that I have recovered. The oil on the list (about 60 gallons) I have taken on board for our own use, as we are short. To-day the *Belvidere* arrived, bringing two companies of the Fourth New Hampshire Regiment, with Lieutenant-Colonel Bell in command, as he was the ranking officer on shore, and brought no communications for me. He, at my request, kindly consented to await your arrival ere assuming command. As your marines were on shore under the command of Major Doughty, I did not think it right to place them under his command, and therefore made the request that things might remain as they are until I received further orders.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, urging vigilance in the blockade of Charleston, S. C.

FLAGSHIP WABASH,
Off St. John's, Fla., March 21, 1862.

SIR: Your letter of the 13th instant reached me off St. Augustine. I approve of the disposition you have made of the blockading ships and steamers, and desire you to use the utmost vigilance to prevent the ingress or egress of any more vessels into or out of Charleston Harbor.

I have heard that the *Isabel* made her escape from that port within a few days; if so, please inform me of all the circumstances connected therewith, though you have probably communicated the facts in a dispatch which has not yet reached me.

I commend the zeal you have evinced, and trust that you will be able effectually to close up Charleston, as it is of the utmost importance to rigorously maintain the blockade there.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. R. GOLDSBOROUGH,
U. S. S. Florida, Comdg. Naval Blockading Forces off Charleston.

Operations in Mosquito Inlet, Florida, March 21-22, 1862.

Report of Flag-Officer Du Pont, U. S. Navy, regarding boat expedition from the U. S. steamers *Penguin* and *Henry Andrew*.

FLAGSHIP *WABASH*,
Off Mosquito Inlet, Florida, March 21, 1862.

SIR: I have to report to the Department some casualties that have occurred to officers and men belonging to two of the vessels of my fleet, casualties as painful as they were unexpected, but the loss of gallant lives has expiated the error of judgment which enthusiastic zeal had induced.

The Department was informed after the capture of *Fernandina* that so soon as I should take possession of Jacksonville and St. Augustine I would give my attention to Mosquito Inlet, 50 miles south of the latter, which, according to my information, was resorted to for the introduction of arms transshipped from English ships and steamers at the British colony of Nassau into small vessels of light draft.

I accordingly ordered the *Penguin*, Acting Lieutenant Commanding T. A. Budd, and the *Henry Andrew*, Acting Master S. W. Mather, to proceed to this place, the latter to cross the bar, establish an inside blockade, capture any rebel vessels there, and guard from incendiarism large quantities of live-oak timber on the Government lands, cut and ready for shipment, to which the Department had called my attention.

On reaching here myself on the 22d, I was boarded by the executive officer of the *Penguin* and informed that Lieutenant Commanding Budd, with Acting Master Mather, had organized an expedition from the two vessels and had moved southward through the inland passage leading into Mosquito Lagoon, passing [New] Smyrna, with four or five light boats, carrying in all some 43 men.

Soon after this report, which I heard with anxiety, the results were developed. It appears that after going some 15 or 18 miles without any incident, and while on their return and in sight of the *Henry Andrew*, the order of the line being no longer observed, the two commanding officers quite in advance, landed under certain earthworks which had been abandoned or never armed, near a dense grove of live oak, with underbrush. A heavy and continuous fire was unexpectedly opened upon them from both these covers. Lieutenant Commanding Budd and Acting Master Mather, with 3 of the 5 men composing the boat's crew, were killed; the remaining 2 were wounded and made prisoners.

As the other boats came up they were also fired into and suffered more or less. The rear boat of all had a howitzer, which, however, could not be properly secured or worked, the boat not being fitted for the purpose, and could therefore be of little use. The men had to seek cover on shore, but as soon as it was dark, Acting Master's Mate

McIntosh returned to the boats, brought away the body of one of the crew who had been killed, all the arms, ammunition, and flags, threw the howitzer into the river, passed close to the rebel pickets, who hailed, but elicited no reply, and arrived safely on board the *Henry Andrew*.

On hearing of this untoward event, I directed Commander Rodgers to send off the launch and cutters of this ship to the support of the *Andrew*. The boats crossed the bar at midnight and the next morning the vessel was hauled close up to the scene of the late attack, but no enemy could be discovered.

The bodies of Lieutenant Budd and Acting Master Mather were received under a flag of truce, and the commanding officer, a Captain Bird, who had come from a camp at a distance, made some show of courtesy by returning papers and a watch, as if ashamed of this mode of warfare, for these were the very troops that, with sufficient force, means, and material for a respectable defense, had ingloriously fled from St. Augustine on our approach.

I enclose a copy of my instructions to Acting Lieutenant Budd, the original of which was found on his person and was one of the papers returned by the rebel officer.

Lieutenant Commanding Budd and Acting Master Mather were brave and devoted officers. The former commanded the *Penguin* in the action of the 7th of November and received my commendation. The latter, in the prime of life, was a man of uncommon energy and daring, and had no superior, probably, among the patriotic men who have been appointed in the Navy from the mercantile marine.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Instructions of Flag-Officer Du Pont, U. S. Navy, for the commanding officers of the U. S. steamers *Penguin* and *Henry Andrew*.

FLAGSHIP WABASH,

Off St. John's, Fla., March 19, 1862.

SIR: I send the *Henry Andrew*, Acting Master Mather, commanding, to report to you for duty.

You will please, as far as you can, buoy out the channel, and make reconnoissances in boats to ascertain the depth of water, and, if satisfactory, direct the *Henry Andrew* to cross the bar and blockade the inlet [Mosquito] and [New] Smyrna.

If the rebel steamer *Carolina*, or *Kate*, has not left the inlet, capture her and all the other vessels found there.

From a copy of a communication which I have furnished Acting Master Mather you will perceive that there is said to be a large quantity of live-oak timber, ready cut, inside of Mosquito Inlet. If this be so I desire that the same should be taken possession of in the name of the Government and so held until I can send some light-draft vessels to transport it to the North.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer.

Acting Lieutenant T. A. BUDD,

Commanding U. S. S. Penguin, off Mosquito Inlet, Florida.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Mather, U. S. Navy, commanding U. S. S. *Henry Andrew*, to proceed to Mosquito Inlet for cooperation with the U. S. S. *Penguin*.

FLAGSHIP WABASH,
Off *St. John's, Florida, March 19, 1862.*

SIR: You will please proceed with the *Henry Andrew* under your command off Mosquito Inlet and report for duty to Acting Lieutenant Commanding Budd, of the *Penguin*.

As far as possible I desire that the channel should be buoyed and that reconnoissances be first made in boats, and, if satisfactory, that the *Henry Andrew* shall cross the bar and blockade the inlet and [New] Smyrna from a suitable position.

The latest information from Smyrna is that a small fort of three guns has been abandoned. Mosquito Inlet has been much resorted to for the introduction of arms in small vessels, transshipped from English sailing vessels and steamers at Nassau. I am told that the *Carolina*, or *Kate*, has recently been there; whether she has left you will, of course, ascertain, and, if not, capture her and any other vessels there.

The accompanying letter contains information of importance in reference to large quantities of live oak, cut and prepared for shipment, but abandoned at the time of the breaking out of this rebellion. You will take possession of the same in the name of the Government, and I will endeavor to send at an early day a sufficient number of light-draft vessels to receive it and transport it to the North.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master S. W. MATHER,
U. S. S. Henry Andrew, off St. John's.

Report of Commander Rodgers, U. S. Navy, regarding the bodies and effects of the late commanding officers of the U. S. steamers *Penguin* and *Henry Andrew*.

U. S. S. HENRY ANDREW,
Off [New] Smyrna, March 23, 1862.

MY DEAR SIR: I found the vessel within 400 yards of the houses. Mr. Barnes had sent on shore a flag of truce and had arranged for a cessation of hostilities until sunset, in order to disinter and deliver the bodies of Captain Budd and Captain Mather. They have just come on board, and I send them by the fifth cutter to the *Wabash*.

The commanding officer, Captain Bird, met the flag very courteously and delivered the watch of Captain Budd, his papers, and other effects. He also sent for a watch belonging to Captain Mather. Mr. Wright, who went with the flag, thinks that there are two infantry companies here who formed the attacking force.

Besides the two captains, 2 men were killed outright, 2 mortally wounded, and one slightly wounded in the gig. The negro pilot was shot through the foot. We can see two of the boats, or could when the tide was lower. Mr. Barnes says that they are broken [so] as to be useless.

The other two boats can not be seen. The earthwork is within 700 yards of us; it seems unfinished. Between us and it is a shoal which we may, perhaps, cross at high tide after sounding it out. The pilot doubts if there is room enough for us to swing.

Mr. Wright saw two captains of infantry and one cavalry officer, from which he infers that there were at least three companies.

I hesitate under your instructions as to remaining here another day to look for the gun. It may possibly have been taken away, and there might be some little difficulty in finding it, if it has been left.

Should you wish to recall our boats, will you hoist the cornet at the fore and fire a gun. I can take no hostile step until sunset, under Mr. Barnes' agreement.

I remain, very faithfully and respectfully, your obedient servant,
C. R. P. RODGERS.

Flag-Officer DU PONT,
Commanding South Atlantic Blockading Squadron.

Mr. Barnes' arrangements seem to have been admirable.

List of casualties.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 25, 1862.

SIR: The following casualties occurred in the attack upon the boat expedition under Acting Lieutenant Budd:

Name.	Vessel.	Casualty.
Acting Lieutenant T. A. Budd	Penguin ..	Killed.
James Marlow, ordinary seaman	do	Do.
Walter Burch, ordinary seaman	do	Do.
John Dennis, master's mate	do	Wounded in shoulder.
William Twaites, ordinary seaman	do	Wounded in hand.
Acting Master S. W. Mather, commanding	Henry An- drew.	Killed.
Lewis Deloris, ordinary seaman	do	Do.
John Bates, seaman	do	Do.
Samuel Arnold, seaman	do	Do.
William Brown, ordinary seaman	do	Do.
A. W. Kelsey, acting assistant paymaster	do	Wounded in hand.
Walter Bradley, acting third assistant engineer	do	Wounded in forehead.
Thomas Welch, ordinary seaman	do	Wounded and a prisoner.
Henry C. Rich, ordinary seaman	do	Do.
James T. Allen, ordinary seaman	do	Wounded in thigh.

I herewith enclose Dr. Clymer's report of the wounds received by Lieutenant Budd and Acting Master Mather.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Abstract log of the U. S. S. Penguin.

March 21, 1862.—At 5 p. m. the captain, Acting Master Wright, and Master's Mate Dennis left on an expedition up the inlet with 21 men in

the first cutter and whaleboat. At 7 p. m. Master's Mate Dennis came alongside with a verbal order from Captain Budd for a rifled howitzer and appurtenances and thirty rounds of ammunition, all of which were delivered.

March 22.—At 5:03 p. m. U. S. frigate *Wabash* arrived. At 6:05 *Henry Andrew* signaled, we repeating to the *Wabash*. At 8:30 p. m. boat from the flagship came alongside. At 8:45 same boat left for the *Andrew*. At 9:15 returned, having one of the crew of the *Andrew*, bringing intelligence that our captain had been shot by the rebels, also some of the crew, and needed medical assistance. Assistant Surgeon Higginbotham, with Acting Master Blatchford and 8 men, repaired immediately on board. At 11 p. m. four boats from the flagship came alongside.

Report of Lieutenant Williamson, U. S. Navy, transmitting copies of correspondence regarding the return of killed and prisoners.

U. S. S. PENGUIN,
Off Mosquito Inlet, Florida, March 29, 1862.

SIR: Enclosed please find communications marked A, B, C, D, all bearing upon the same subject. In order to carry out the instructions in my communication, I directed Acting Master Commanding Harris to send a flag of truce, which he did on the 26th instant. Acting Master W. G. Wright, who went with the flag of truce, informed me that he saw a different body of men from those who were at New Smyrna when the first flag of truce went there. You will perceive by the postscript of Captain Bird's reply that they have three prisoners instead of two. John Bates (seaman) and William Brown (ordinary seaman) were the men whose bodies were disinterred, therefore the other prisoner must be Samuel Arnold (seaman) of the *Henry Andrew*. Captain Bird stated that the prisoners were not so badly wounded as at first supposed and that he thought they would all recover.

Acting Master Commanding Harris desired that I would say to you that a 12-pounder rifle howitzer would be very useful to him in case of attack, to be used on the afterpart of his vessel. He also wished me to say that his vessel is not coppered and the pilot informs him the worms are very destructive in those waters.

Yours, respectfully,

J. C. WILLIAMSON,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure A.]

U. S. S. PENGUIN,
March 24, 1862.

SIR: Please send by the boat all the information you have to communicate to the flag-officer relative to your observations; also send the arms belonging to the *Wabash* as per letter sent.

The flag-officer wishes to recover the two prisoners, and if any opportunity offers you can say that the flag-officer pledges himself that two prisoners will be set at liberty in exchange for them.

Respectfully, your obedient servant,

J. C. WILLIAMSON,
Lieutenant, Commanding.

Acting Master Commanding THOMAS A. HARRIS,

[Enclosure B.]

U. S. S. HENRY ANDREW,
Mosquito Inlet, March 26, 1862.

SIR: I have to request, if deemed compatible with your sense of duty, permission to disinter and transfer to this vessel the bodies of the two men buried at New Smyrna on March 23.

I am also empowered to say that should the two prisoners who fell into your hands on the 22d be returned by this conveyance, Flag-Officer S. F. Du Pont, commanding South Atlantic Squadron, pledges himself that two prisoners will be released in exchange for them.

Very respectfully, your obedient servant,

T. A. HARRIS,
Commanding *H. Andrew*.

Captain BIRD,
Commanding *Confederate Forces*, near New Smyrna, Fla.

[Enclosure C.]

CAMP NEAR [NEW] SMYRNA, FLA., March 26, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of this date. Your first request has been already complied with. In reply to your second, I beg leave to state that the prisoners which fell into my hands on the evening of the 22d have been removed to the interior and placed in the general hospital, and in consequence refer you to Brigadier-General Trajler, commanding forces East and Middle Florida, at his quarters, Baldwin, Fla.

I have the honor to remain, your obedient servant,

D. B. BIRD,
Commanding *Post*.

T. A. HARRIS,
Commanding *U. S. S. H. Andrew*.

P. S.—You seem to labor under a mistake as to the number of prisoners; there were 3 instead of 2.

D. B. B.

[Enclosure D.]

U. S. S. HENRY ANDREW,
Mosquito Inlet, Florida, March 27, 1862.

SIR: I herewith transmit to you copy of my communication of 26th instant to Captain Bird, commanding Confederate forces, and his reply this moment received.

Upon sending in, permission was granted to disinter the bodies of the two men and transfer them to this vessel, and the commanding officer, being some 18 miles distant, will return reply with regard to prisoners this day at 12 o'clock m.

I have disposed of the remains of the men as ordered.

Very respectfully, your obedient servant,

T. A. HARRIS,
Acting Master, Commanding *Henry Andrew*.

Lieutenant Commanding J. C. WILLIAMSON,
U. S. S. Penguin, off Mosquito Inlet, Florida.

Report of Colonel Dilworth, C. S. Army, commanding forces of the Department of East and Middle Florida.

HEADQUARTERS PROVISIONAL FORCES,
DEPARTMENT EAST AND MIDDLE FLORIDA,
Tallahassee, Fla., April 4, 1862.

MAJOR: I have to report a most successful skirmish, which took place at [New] Smyrna on [the] 23d-ultimo, Captain D. B. Bird, Third Regiment, Florida Volunteers, U. S. [Army], commanding post, the skirmishers commanded by Captain Strain, Third Regiment, and Lieutenant Chambers, of Captain Owens' independent troop of cavalry.

The enemy landed, or attempted to land, from gunboats *Penguin* and *Henry Andrew* in launches, when our men fired into them. The enemy retreated to the opposite side of the river and abandoned their launches, five in number.

Captain Bird reports 7 killed, 3 prisoners, and about 30 wounded. Among the killed were Captain Mather, of the *Henry Andrew*, and Lieutenant Budd, of the *Penguin*. A runaway negro also was captured, who had piloted the enemy into the inlet to [New] Smyrna, and who was to be hanged.

This skirmish I regard as quite a success; not a man on our side killed or wounded.

[New] Smyrna is the place where arms, etc., for [the] Confederate States have been landed, and the enemy were seeking to capture them. The enemy are preparing to advance from Jacksonville to Baldwin to cut them off there.

I have the honor to subscribe myself, respectfully, your obedient servant,

W. S. DILWORTH,
Colonel, Commanding.

Major T. A. WASHINGTON,
Assistant Adjutant-General, Pocomuligo, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Harris, U. S. Navy, to assume command of the U. S. S. *Henry Andrew*.

FLAGSHIP WABASH,
Off Mosquito Inlet, March 23, 1862.

SIR: You are hereby ordered to the command of the U. S. S. *Henry Andrew* in place of Acting Master S. W. Mather, supposed to have been either killed or taken prisoner by the rebels in their attack upon the boats on yesterday.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master T. A. HARRIS,
U. S. S. *Penguin*, off Mosquito Inlet, Florida.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Williamson, U. S. Navy, to assume command of the U. S. S. *Penguin*.

FLAGSHIP WABASH,
Off Mosquito Inlet, Florida, March 23, 1862.

SIR: You are hereby ordered to take command of the U. S. S. *Penguin*, now lying off Mosquito Inlet, Acting Lieutenant T. A. Budd, her

late commander, having, it is supposed, been either killed or taken prisoner by the rebels in an attack yesterday upon a boat expedition under his charge.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding JAMES C. WILLIAMSON,
On Board the U. S. S. Wabash.

Report of Captain Lardner, U. S. Navy, transmitting correspondence regarding affairs in Savannah River and vicinity.

U. S. S. SUSQUEHANNA,
Port Royal, March 23, 1862.

SIR: The *Alabama* has just arrived from Baltimore. I hasten her on to you, only waiting for your mail, which came in at the same time in another steamer.

I enclose a letter from General Sherman, also one from Lieutenant Commanding Collins, and another from the senior lieutenant of this ship, who is in Wright's River with the launches at the urgent request of General Viele. In my reply to General Sherman I have regretted that there are no other vessels at my disposal fit to be sent to Wright's River.

The *Pawnee* is here for supplies. The *Augusta* and *Keystone State* are ready to sail for Charleston.

There is no coal for the Navy at Port Royal.

I am, very respectfully, your obedient servant,

J. L. LARDNER,
Captain.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

The *Pawnee* will sail for Fernandina to-morrow.

[Enclosures.]

HEADQUARTERS EXPEDITIONARY CORPS, *March 23, 1862.*

CAPTAIN: I have just arrived from the south and have learned the reported condition of things in the Savannah River. I do not know how many gunboats you have there at present, but I would respectfully and earnestly suggest that any light-draft gunboats or armed tugs which can get through the creek which you may have on hand be sent there at once. It is all-important that General Viele's rear be guarded by gunboats, as it is to be presumed that if the attack expected by General Viele be made in the Savannah River, it will be accompanied with a serious one by the way of New River. I am anxious that the enemy be not allowed to make an attack in that direction, and it can only be prevented by gunboats. An attack on Savannah River can hardly be prevented if the enemy chooses to make it, and we will meet it with all the means in our possession; but this in the rear it is of the highest importance to prevent.

Very respectfully, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding Expeditionary Corps.

Captain LARDNER,
Commanding Naval Forces, Port Royal.

U. S. GUNBOAT UNADILLA,
Wright's River, South Carolina, March 19, 1862—8 p. m.

SIR: By two deserters just reached here, we learn that it is the intention of the rebels at Savannah to come down this night or to-morrow to attack the batteries and forces with the gunboats and one ironclad gunboat and barges.

The gunboats *Hale* and *Western World* are aground excepting at high tide.

Very respectfully, your obedient servant,

N. COLLINS,
Lieutenant, Commanding.

Captain J. L. LARDNER,
U. S. S. Susquehanna, Port Royal, S. C.

U. S. GUNBOAT UNADILLA,
Wright's River, near Wall's Out, March 21, 1862.

SIR: I arrived here yesterday in the steamer *Pettit*, with the two launches, and reported to Lieutenant Commanding Collins, who thinks that I had better remain for several days, as the rebels will no doubt make an attack upon the batteries on Jones Island and the gunboats.

This morning I had a conversation with the two deserters from Pulaski, and they say that an ironclad boat was being built at Savannah for the purpose of running by the batteries and then engage our vessels. Some eight flat-bottom scows, capable of containing 400 men each, are to be towed down by the rebel steamers, to be landed where our troops are, in case the ironclad boat should be successful. This I have from General Viele. He is of opinion, and Captain Collins also, that we have not a sufficient naval force to cope with an ironclad boat, and from what I learn I would recommend your sending here an additional force. The *Isaac Smith*, at Tybee, would be a serviceable vessel. The force at the latter place should be informed of this ironclad boat, if only to put them on their guard.

General Viele considers my presence here with the two launches as necessary under the circumstances. I believe he has written to you upon the subject. Captain Collins also wishes me to remain, at least for several days, as I have already stated.

Lieutenant Russell, aid to General Viele, tells me that this morning early he saw from the top of a house on Daufuskie Island an ironclad boat of the rebels near Fort Jackson. She was pointed at both ends, shaped like a house on top, with a turret at each end, besides three other small gunboats.

Lieutenant Gillis was put in command of the *Hale* temporarily, her captain being sick. Mr. Gillis has one of the launches with him. The *Hale* and *Western World* are anchored in Mud River, near Jones Island battery, and are only two hours afloat out of the twenty-four. This morning our first launch, in tow of the *Pettit*, with Lieutenant Greene, went up New River about 3 miles and was fired upon by a party of rebel cavalry, dismounted (pickets), without doing any harm. The fire was promptly returned by our men, when the enemy cleared out.

To-morrow I am to go up May River to see what is going on in that direction.

Captain Collins tendered me the command of the *Hale*, which I declined.

The smoke of the steamers (rebel) can be distinctly seen near Fort Jackson. They evidently [intend] making the attempt very soon. The capture of one of our vessels, however small, would be magnified into a great naval victory by the rebels. I therefore think that our naval force should be so strong as to prevent this. General Stevens, with General Viele, was on board yesterday afternoon. I shall keep you informed of all that is going on.

Sincerely, yours,

O. H. WELLS,
Lieutenant, U. S. Navy.

Captain LARDNER,
Commanding U. S. S. Susquehanna, Port Royal, S. C.

I arrived here about noon yesterday and had to coal the *Pettit* through the *General McClellan*, which was lying at the end of Seabrook's Wharf. Captain Gray, of that vessel, kindly allowed me to do this, which greatly facilitated the work. The additional force, if you have any, should be sent up at once. General Viele deems it an urgent case.

Report of Lieutenant Collins, U. S. Navy, referring to reconnoissances in New and Wright's rivers.

U. S. GUNBOAT UNADILLA,
Wright's River, South Carolina, March 23, 1862—5 a. m.

SIR: I have the honor to send enclosed requisitions from Acting Master Gregory, commanding the steamer *Western World*.

There has been no unusual indication of an attack since my last letter.

The *O. M. Pettit*, with one of the launches of the *Susquehanna*, made a reconnoissance up New River day before yesterday, and with both launches up Wright's River yesterday, under the charge of Lieutenant Wells.

On the 21st the launch was fired into by mounted rebel pickets, who were driven off by a single discharge from the howitzer. No one on our side was hurt. Yesterday none of the enemy was discovered.

If General Viele's information in regard to the preparations of the rebels is correct, I would think an additional naval force necessary for the security of Daufuskie Island.

The *Pettit* has the only pilot for the waters in this vicinity.

I regret to inform you that George W. Collins (ordinary seaman), of the *Susquehanna*, was killed last night at the junction of Pull-and-be-damned Cr ek and Cooper River by our own picket.

The culpable carelessness of the act will be explained to you by Lieutenant Fendall and by Mr. Miller, who were in the launch.

In accordance with the recommendation of Acting Assistant Surgeon Oswald Warner, I send to Port Royal for medical survey Acting Master W. J. Foster, of the *E. B. Hale*, also Henry Collins, of the *Western World*, who was wounded on the 14th instant.

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

N. COLLINS,
Lieutenant, Commanding.

Captain J. L. LARDNER,
Senior Naval Officer, U. S. S. Susquehanna, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Williamson, U. S. Navy, to assume temporary charge of the blockade of Mosquito Inlet.

FLAGSHIP WABASH,
Off Mosquito Inlet, Florida, March 24, 1862.

SIR: As I am about to leave for other stations on the coast, you are hereby directed to take charge of the blockade of Mosquito Inlet, outside and inside the bar.

* * * * *

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. C. WILLIAMSON,
U. S. S. Penguin, off Mosquito Inlet.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Harris, U. S. Navy, regarding the maintenance of the inside blockade of Mosquito Inlet, Florida.

FLAGSHIP WABASH,
Off Mosquito Inlet, Florida, March 24, 1862.

SIR: You will consider yourself as under the general directions of Lieutenant Commanding J. C. Williamson, of the *Penguin*, whenever it be necessary to refer to him, and the weather and other circumstances permit your doing so.

Your special duty is to maintain an inside blockade of the inlet, to prevent introduction of arms and intercourse with the rebels.

The large and valuable quantity of live oak, cut and piled in certain localities, indicated in a paper which had been furnished to the late Acting Master Mather, you will also protect from injury as far as in your power.

You are aware that three boats, not including the gig, were abandoned by the late expedition, with the rifled howitzer belonging to the *Penguin*. If these can be recovered, or any portion of them, without incommensurate risk, it should be done, but any boats sent for this purpose must have the cover of the guns of the *Andrew*.

You will also, if possible, recover the bodies of the two men who were buried at [New] Smyrna, and inter them by the side of those who were buried from your ship.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master T. A. HARRIS,
Commanding U. S. S. Henry Andrew, Mosquito Inlet, Florida.

Report of Flag-Officer Du Pont, U. S. Navy, regarding measures for the preservation of valuable timber in Mosquito Inlet.

FLAGSHIP WABASH,
Off Mosquito Inlet, Florida, March 24, 1862.

SIR: The *Henry Andrew*, now under command of Acting Master T. A. Harris, has just returned from a reconnoissance some 4 miles up

Halifax River, the inland passage northward from Mosquito Inlet, and found about 40,000 feet of live oak and 2,000 feet of red cedar. The timber was on the bank of the stream ready for shipment, and had been apparently well cared for, being covered with palmetto leaves and mud to protect it from the sun.

It is in all probability the timber referred to by Mr. Elijah Swift in his communication to the Department of September 5, and forwarded to me in the dispatch of the honorable Secretary of the Navy of the 5th of October last.

I have given directions that a strict guard be kept to prevent its destruction by incendiarism awaiting the orders of the Department as to the proper disposition of it.

I should be glad if Mr. Swift could be informed of the safety of his property.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Captain Lardner, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, to proceed to blockade duty off Charleston, S. C.

U. S. S. SUSQUEHANNA,
Port Royal, March 24, 1862.

SIR: As soon as the *Augusta*, under your command, is ready for sea, you will please proceed to Charleston, S. C., and report to the senior officer of the blockading squadron off that place.

The flag officer considers it of the utmost importance that the blockade embracing Stono, Bull's Bay, and Georgetown, should be rigorously maintained.

Very respectfully, your obedient servant,

J. L. LARDNER,

Captain and Senior Officer.

Commander E. G. PARROTT,

U. S. S. Augusta.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Gillis, U. S. Navy, commanding U. S. S. Seminole, to report for duty at Hampton Roads.

FLAGSHIP WARASHI,
Off St. Augustine, Fla., March 25, 1862.

SIR: On receipt of this order please prepare with all possible dispatch for sea and proceed to Hampton Roads and report to Flag-Officer L. M. Goldsborough for duty.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Commander J. P. GILLIS,

U. S. S. Seminole, Commanding Blockading Force, Wassaw.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, commanding U. S. S. Bienville, to proceed to Washington, D. C., for the transportation of marine battalion.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 25, 1862.

SIR: You will proceed with the U. S. S. *Bienville*, under your command, to the navy yard, Washington, and report to the honorable Secretary of the Navy and the commandant of the yard.

You will transport to the above mentioned destination the marine battalion under Major Reynolds, who has his orders to report accordingly.

You will please receive from this ship the remains of Lieutenant Commanding T. A. Budd, and Acting Master S. W. Mather, recently killed by guerrillas within the Mosquito Inlet.

I desire, subject to the approval of the Department, the immediate return of the *Bienville* to this station, and bringing all the coal you can possibly stow away.

Wishing you a quick passage and speedy return,
I am, sir, respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander C. STEEDMAN,
U. S. S. Bienville, off St. Augustine, Fla.

Report of Flag-Officer Du Pont, U. S. Navy, regarding orders issued for the return to Washington, D. C., of the marine battalion under Major Reynolds, U. S. Marine Corps.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 25, 1862.

SIR: I have for some time had doubts as to the propriety of keeping any longer attached to my command the marine battalion under Major Reynolds, as my operations with the squadron are of such a character as not to render available this fine body of officers and men.

On the expedition to Fernandina I took the battalion with me, but their services were not required. After my capture of St. Augustine, having landed a company of the Seventh New Hampshire Regiment in charge of Fort Marion, it occurred to me the battalion could be fitly and advantageously placed in the barracks of that city for its protection and for the moral effect its fine discipline and bearing would produce on the people of this region of Florida.

I accordingly gave orders to Major Reynolds to that effect, but on informing Brigadier-General Sherman of what I had done, he deemed it proper to order two additional companies of the Seventh New Hampshire Regiment under Lieutenant-Colonel Bell to hold St. Augustine, which, with the marines, would render the force more than necessary.

Under these circumstances I have determined to order Major Reynolds to report to you at Washington, ready in all respects for more important service than can be offered at this moment on this coast.

I think it my duty to inform the Department of the earnest zeal which has ever actuated Major Reynolds in all the duties pertaining to his command, resulting in its fine discipline and in an eager anxiety on the part of every officer and man for more active service in the field.

The battalion goes north in the *Bienville*, which vessel I should be, at all events, compelled to send north for coal, as I have not a ton to give her.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Squadron.

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

Letter from Flag-Officer Du Pont, U. S. Navy, to the Colonel Commandant U. S. Marine Corps, regarding the return to headquarters of the marine battalion.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 25, 1862.

COLONEL: As the most expeditious and satisfactory manner of explaining the return of the marine battalion, under Major Reynolds, I enclose my letter to the Secretary of the Navy on the subject.

I believe but few officers would divest themselves of such a body of men as I am now doing, but after trying in vain to find them a sphere worthy of their efficiency, I deem it my duty to the public service and to the battalion to adopt the course I have.

I received only a few days since, while down on the coast, your letter enclosing Major Reynolds' report to you.

Colonel, from the time of the unfortunate accident of the *Governor* up to the present hour, the battalion has been called upon to endure many privations, and, without troubling you with any details, they seemed to be such as were beyond my control for the moment. The principal error was coming out without accounts and without a special paymaster; from this resulted all the difficulties.

But it is my duty to inform you that a body of men more subordinate, devoted, loyal, and accommodating to circumstances, however trying, could not be found in any service.

Major Reynolds has maintained throughout his reputation as a soldier and an officer.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer.

Colonel JOHN HARRIS,
*Commandant, U. S. Marine Corps, Headquarters,
Washington, D. C.*

Commendatory letter from Flag-Officer Du Pont, U. S. Navy, to Major Reynolds, U. S. Marine Corps, transmitting orders for his return to Washington, D. C.

FLAGSHIP WABASH,
Off St. Augustine, Fla., March 25, 1862.

MAJOR: I enclose an order for you to return to Washington with the battalion.

No one is aware better than myself that the battalion has had, from circumstances beyond your control and mine, many privations to endure, commencing with the loss of the transport *Governor* and con-

tinued in various ways since, but these have all been borne in the best possible spirit, which has been greatly appreciated by me.

I part with the battalion with regret, mingled with the satisfaction that more important service awaits it than could be, from the nature of things, offered on this coast.

Major, you carry with you my great regard and high admiration for you as a soldier and an officer, and I trust your long and faithful services are soon to be rewarded by promotion.

Very respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Major J. G. REYNOLDS, U. S. Marine Corps,
Commanding Marine Battalion.

[Enclosure.]

FLAGSHIP WABASH,
Off' St. Augustine, Fla., March 25, 1862.

MAJOR: You will, with the battalion of marines under your command, take passage on the U. S. S. *Bienville*, Commander Steedman, who is ordered to transport you to Washington. On your arrival you will report to the honorable Secretary of the Navy and to the Colonel Commandant of the Corps.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Major J. G. REYNOLDS, U. S. Marine Corps,
Commanding Marine Battalion.

Letter from Flag-Officer Du Pont, U. S. Navy, to Major Doughty, U. S. Marine Corps, transmitting commendatory letter signed by the mayor et al. of St. Augustine.

FLAGSHIP WABASH,
At Sea, March 26, 1862.

MAJOR: I have the pleasure to enclose a copy of a communication from the mayor, aldermen, and citizens of St. Augustine, received by me yesterday, which has been as gratifying to me as it will doubtless be to you.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer.

Major ISAAC T. DOUGHTY,
U. S. Marine Corps, Flagship Wabash.

[Enclosure.]

ST. AUGUSTINE, FLA., *March 25, 1862.*

SIR: The undersigned, the mayor and city council and citizens of St. Augustine, beg leave to express their heartfelt gratification and satisfaction of the polite and urbane course of Major Isaac T. Doughty and officers of the United States marines since their arrival in and occupancy of this city, and of the good conduct and discipline of the troops under their command, and also their unfeigned regret at their departure; and respectfully ask that our high appreciation of their gentlemanly demeanor be conveyed to Major Doughty and his command.

They would also express their desire, and that of the citizens in general, that the battalion of marines under Major Reynolds, which they understand is now off our harbor (if the same be compatible with the plans of the U. S. Government), be stationed within our city.

We are, with great respect, your most obedient servants,

G. A. PACETTI,

Mayor.

CRISTOBAL BRAVO,
MATHIAS LEONARDI,

JOHN S. MASTERS,

EMANUEL J. DE MEDICIS,

Aldermen.

MATTHEW SOLANO.

B. E. CARR.

GEO. BURT.

DAVID R. DUNHAM.

C. M. BRAVO.

NICHOLAS ROGIRO.

Flag-Officer SAMUEL F. DU PONT,

Commanding U. S. Naval Forces.

Letter from Flag-Officer Du Pont, U. S. Navy, to the mayor et al. of St. Augustine, acknowledging commendatory letter regarding the conduct of Major Doughty, U. S. Marine Corps, and his command.

FLAGSHIP WABASH,

Off St. Augustine, Fla., March 25, 1862.

GENTLEMEN: It gives me pleasure to acknowledge the receipt of your courteous and agreeable note of to-day in which you speak in most kindly and complimentary terms of Major Isaac T. Doughty, the commander of the marines on shore.

I will transmit to him the expressions of your regard and appreciation.

In reference to your application that the marine guard under Major Reynolds should be stationed within your city, equally complimentary, I have to say that the disposition of forces on land belongs to the military commander of this department, Brigadier-General Sherman.

Lieutenant Commanding Nicholson, of the U. S. S. *Isaac Smith*, will represent my authority in the waters in and around St. Augustine, and I am convinced that within his province he will aid in every way in his power not only to promote the security of the city, but to contribute, in conjunction with you, gentlemen, to its welfare in every manner.

I beg you, gentlemen, to receive the assurance of my regard and sympathy, and to accept this acknowledgment and appreciation of the position which you have assumed in the embarrassing circumstances surrounding you, and I remain, with great respect and consideration,

Your most obedient servant,

S. F. DU PONT,

Flag-Officer.

To G. A. Pacetti, mayor; Cristobal Bravo, Mathias Leonardi, John S. Masters, Emanuel J. De Medicis, aldermen; Matthew Solano, B. E. Carr, George Burt, David R. Dunham, C. M. Bravo, Nicholas Rogiro.

Abstract of reconnoissance in vicinity of Wilmington Narrows and Turner's Creek, by Commander Gillis, U. S. Navy, March 26, 1862.

No obstruction in Wilmington Narrows above the piles and barrier at its junction with Turner's Creek.

At three-fourths of a mile below St. Augustine Creek, on starboard hand going up Wilmington Narrows, found a lofty palmetto which had evidently been used for a lookout tree by the rebels, as ropes were attached to it in order to facilitate ascending, distant from the Bird Island battery about a mile.

Turner's Creek blockaded completely on the left branch, the right branch as yet unobstructed.

The steamer *Leesburgh* is used for purpose of removing household goods from Wilmington and Wither's islands to Savannah, also for purpose of conveying rebel scouting parties to Wilmington Island. These parties have compelled all the residents to leave the island, and in many cases have resorted to force in removing them, and afterwards wantonly destroying property to a great amount and carrying away the negroes. One resident on Wither's Island, who was forcibly removed some five days ago, requested them to leave the negroes, as he would be unable to provide for them in Savannah, so it was better for them to fall into Northern hands. One Danninfelter, a German by birth, residing on the island, having been ordered to leave under penalty of being shot if found there after the termination of that period, requested permission to accompany us, wishing to stay with the Union forces until Wilmington Island shall be taken possession of by our troops.

He reports two ironclad gunboats building at Savannah, one of which is nearly ready for launching; also five or six gunboats, whether ironclad or not he was uninformed, are in course of construction about the city at different points. The *Fingal* is pierced for eight guns, but has been used for a transport; no guns on board at last account. Fire rafts innumerable chained together were all ready to be sent down at a moment's notice. Fort Jackson well protected by batteries, and the battery at Causton's Bluff is a very large one and the one in which they place the most dependence.

The poorer class have been compelled by force of circumstances to take up arms, as the authorities refuse passes to those who were desirous of leaving the city for the North. Drafting has not been generally resorted to, as there were no arms for the recruits, but upon receiving any small number of arms the authorities immediately resorted to drafting.

Large numbers of South Carolina troops have been sent to help reinforce the army around Savannah, but most of them were mere lads, poorly armed and poorly clothed.

John Sweeney, the prisoner taken on Monday, 24th instant, is represented to be a secessionist at heart. He was at the time of the bombardment of Port Royal engaged in discharging an English bark. She had loaded at Beaufort with sea-island cotton and timber for purpose of running the blockade, but grounded inside of the harbor, and said Swinney (or Sweeney) purchased her. He succeeded in taking away one large lighter load, which he disposed of in Savannah, and still has some cotton buried in the sand in Port Royal Harbor. On perceiving our fleet victorious they set fire to the bark, and she was totally consumed, since which time he has been employed in fishing and oyster-fishing for the Savannah market.

Very respectfully, etc.,

JOHN P. GILLIS,
Commander.

Report of Lieutenant Ammen, U. S. Navy, regarding measures employed for learning the location of sunken cannon.

U. S. GUNBOAT SENECA,
St. John's River, Florida, March 26, 1862.

I this day took Niels Johnson prisoner, who I knew was present at the sinking of some cannon and who refused to show me the spot.

I compelled him to comply with my request, under a threat of shooting him if he did not.

DANL. AMMEN,
Lieutenant, Commanding.

Lieutenant THOS. H. STEVENS, U. S. Navy,
Commanding U. S. Naval Forces off Jacksonville.

Report of Lieutenant Collins, U. S. Navy, regarding a reconnoissance by the U. S. steamers O. M. Pettit and Mercury, and launches up New River, South Carolina, March 25, 1862.

U. S. GUNBOAT UNADILLA,
Wright's River, South Carolina, March 27, 1862.

SIR: I have the honor to report that we made a reconnoissance up New River day before yesterday with the *Pettit*, the *Mercury*, two launches from the *Susquehanna* in charge of Lieutenant Wells, and 250 men of the Sixth Connecticut Volunteers, under command of Lieutenant-Colonel Ely.

We fired a few rounds from a howitzer of one of the launches into the bushes near Box's house, where the mounted rebel pickets have been stationed, and from whence they had fired upon the launch a few days since.

We then proceeded to Fort Drayton, at Red Bluff, on Mr. Whitehead's plantation, where we found indications of mounted pickets having left just before we arrived.

After recalling the launches, we proceeded 5 miles farther up (15 miles from Daufuskie) without discovering anything noteworthy.

We had abundance of water for the larger gunboats, and could have ascended farther, but I deemed it prudent, as the tide was falling, to return before night. We arrived safely at Daufuskie at 7 o'clock p. m., bringing with us two large and serviceable flats, which I turned over to General Viele's command.

Yesterday, with the same vessels and force, we ascended Wright's River 12 miles and could have gone three-fourths of a mile farther, but by so doing would have been brought within 1½ miles of a dense pine wood. The point at which we stopped was nearest to the Savannah River, and from which we fired three rifled shells from the *Pettit* at the rice house of Mr. Screven, distant about 2 miles.

We found as in New River ample depth of water for the gunboats of this size, but rather narrow for turning in the upper part.

Colonel Ely was desirous of landing with his force, but by so doing we should have been detained on a falling tide within long range of Savannah River and the pine wood before mentioned. I therefore returned to this vessel at 3:30 p. m.

Since my last letter to you we have seen less of the rebel gunboats in Savannah River than usual. Yesterday afternoon, however, Lieu-

tenant Commanding Gillis saw a new rebel gunboat, of which the enclosed is a drawing made by him.

Enclosed I send a copy of his written report.

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

N. COLLINS,

Lieutenant, Commanding.

Captain J. L. LARDNER,

Senior Naval Officer, U. S. S. Susquehanna, Port Royal, S. C.

[Enclosure.]

U. S. S. E. B. HALE,

Mud River, South Carolina, March 27, 1862.

SIR: In accordance with your request I transmit a description (so far as I am able) of a rebel steamer which made its first appearance in the Savannah River yesterday, March 26, at about 3:45 p. m. Said steamer was a long, black vessel, apparently roofed over. The only thing to be seen above the deck or roof was the smokestack and what I took to be a pilot house, but which one of the engineers pronounced to be the frame of the cross-head of the engine.

I could not distinguish any appearance of portholes; neither could I see anything which looked like guns. She came down from Savannah and appeared to stop at the bar at the entrance to the north channel, where she remained some twenty or twenty-five minutes, when she turned and steamed back to the city, since which time she has not reappeared. A rough sketch of her appearance, so far as could be seen from the deck of this vessel, accompanies this.

I am, very respectfully, your obedient servant,

JAMES H. GILLIS,

Lieutenant, U. S. Navy.

Lieutenant Commanding N. COLLINS,

U. S. S. Unadilla, Wright's River, South Carolina.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report regarding the abandonment of batteries on Skiddaway and Green islands, Georgia, and memoranda given by contraband regarding affairs in Savannah.

FLAGSHIP WABASH,

Off Port Royal, S. C., March 27, 1862.

SIR: On being boarded this afternoon while entering Port Royal Harbor by Commander Gillis, of the *Seminole*, I had the satisfaction to hear that formidable batteries on Skiddaway and Green islands had been abandoned by the rebels, the guns having been withdrawn in order to be placed nearer Savannah.

The abandonment of these batteries gives us complete control of Wassaw and Ossabaw sounds and the mouths of Vernon and Wilmington rivers, which form important approaches to that city.

I enclose the report of Commander Gillis and also memoranda of information given by a contraband, which may be of some interest to the Department.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. SEMINOLE,
Abreast Skiddaway Battery,
Wilmington River, Georgia, March 25, 1862.

SIR: In obedience to your order dated 2d instant, we proceeded from Cumberland Sound to Wassaw Sound, Georgia, to blockade as directed.

Having waited some days for weather to settle and wind to lull, we this afternoon felt our way with the lead up the narrow channel of Wilmington River to the battery on Skiddaway Island, accompanied by the *Norwich*, Lieutenant Commanding J. M. Duncan, and *Wyandotte*, Lieutenant Commanding W. D. Whiting. I sent our launch with howitzer and crew, under charge of Master McNair and Acting Master Steel, alongside the *Norwich*, and went on board of her. She being the shortest vessel and of lightest draft, was sent ahead. After firing a shell or two at some horsemen near the house on the left, and a picket guard at the fort as we approached, I proceeded in the gig with Paymaster Sands to the shore, followed by the launch, found the battery a strong bastioned work for ten guns, with bombproofs, trenches, etc. The enemy had abandoned it, leaving imitation guns covered with canvas in position. Other boats from the vessels coming on shore, we destroyed the works, boats, lighters, etc., of the enemy, having hoisted the Union flag over fort and house with red cupola, and returned on board our respective vessels. I learn the Confederate battery on Green Island is abandoned. Several houses in sight are burning this evening, the red cupola house included.

I send to Port Royal a prisoner taken in the marshes by the *Release*. His statement accompanies this.

I am, sir, respectfully, your obedient servant,

JOHN P. GILLIS,

Commander, Commanding Naval Force, Wassaw Sound, Georgia.

Flag-Officer S. F. DU PONT, U. S. Navy,
Frigate Wabash.

[Subenclosure.]

U. S. S. SEMINOLE,
Wassaw Sound, Georgia, March 26, 1862.

The following statement is derived from London Middleton, a contraband, picked up this p. m. by the steamer *Norwich* and sent on board this ship, viz:

His master was William P. Fulton, of Savannah. He left that city on the 22d instant (Saturday), coming by way of White Bluff and Green Island to Raccoon Key, from whence he expected to reach "a sawmill which it was said we had on Wassaw Island, with 3,000 troops." All provisions are scarce at Savannah, and very dear, particularly bacon, rum, liquors, and such like. Fresh beef is more plenty, but costs 25 to 30 cents for what used to sell at 6, 8, and 10 cents per pound. Eggs were at 50 cents per dozen; chickens, \$1.50 a pair; tea, scarce; coffee selling at \$1.50 to \$1.75 per pound. They are very bad off for rum and liquors; almost have to give them up, and these, with bacon, they had expected from the West, somewhere where the Federals now hold possession.

Folks are going and coming; some who had left are returning, and they are sending the negroes and cotton inland, and are moving all the cash money to Macon, and threaten to burn the city if they should be unable to hold it, and are in daily expectation of our attack.

They had given up the idea of defending the Savannah River by torpedoes, because one of the principal men who were sinking them got drowned while down in a diving bell, and now talk of piling the river across. He knows of no raft near Fort Jackson, near which Tattnall is, on board the *Savannah* (late *Everglade*). When he was last near Thunderbolt (some time since) they had eight guns mounted. There is a battery (number of guns unknown) at Causton's Bluff, and they said that they were mounting guns at the old fort, above Fort Jackson, below the gas house, and near the first ferry wharf; but he knows little of this part of the river, having been a fisherman around about White Bluff and Green Island, but more recently waiting on the soldiers. All the approaches to the city, not only main, but also the byroads, are being fortified, and they told him that they had 100,000 men. Green and Skiddaway islands are abandoned, except by a few cavalry. The guns from Green Island were taken to fortify Benley [Beulah, or Beaulieu], and those from Skiddaway to Montgomery (a part of Benley [Beulah], but about three-fourths of a mile separate), both on the Wyingberg [i. e., Vernon] River, which runs from Raccoon Key up, making Green Island the first land to the northeastward going up, and thence running up to Benley [Beulah], Montgomery, and White Bluff.

They expect us to move across Skiddaway Island, and have guns and pickets at the two bridges to cut them away and fight our forces on arrival. The first bridge is reckoned to be 5 miles across from the cupola house (last night burned by the rebels), near Skiddaway (abandoned) battery.

Respectfully, your obedient servant,

JNO. P. GILLIS,

Commanding Naval Forces, Wassaw Sound, Georgia.

Flag-Officer S. F. DU PONT, U. S. Navy,
Frigate Wabash.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the withdrawal of the U. S. S. Seminole for duty in Hampton Roads.

FLAGSHIP WABASH,

Off Port Royal, S. C., March 27, 1862.

SIR: Immediately on the receipt of your communication of the 18th instant I dispatched orders to Commander Gillis, of the *Seminole*, to proceed without delay and report to Flag-Officer Goldsborough in Hampton Roads. The *Pawnee* had gone south on important duty; the *Seminole* being of the same draft, stronger scantling, though not quite equal in armament, was the nearest substitute I could make.

The Department, with consideration, left me some discretion in the matter, but seeing by the terms of its letter there was some urgency, I could not hesitate. I hope, however, it will not be inferred that I could spare any vessel from the squadron at this moment without reluctance. The sailing frigates I sent north without orders because I believe they could be of more use there than here.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, announcing his arrival at Fernandina.

U. S. S. PAWNEE,
Fernandina, March 27, 1862.

SIR: I reached here early yesterday morning from Port Royal, where I had filled up with provisions. When I left there was no coal, and I have now only sufficient for one day on board, but shall take what is in the schooner sent down by Captain Lardner and let her go north. She had 350 tons originally, of which I find that General Wright took 100 and the *Huron* and *Jackson* the same quantity between them, leaving 150, which will about three-fourths fill my vessel.

The *Huron* was not ready to start yesterday, her machinery being out of repair, but will do so to-day, should the weather improve.

The *Potomska* is still at St. Mary's, where matters are as usual, except that the enemy are becoming much bolder in their approaches. As I mentioned before, I think that the presence of a vessel in that neighborhood is important as a check on any farther advance; and, indeed, should the Georgians at any time pick up a little spirit they might very well fit out piratical boats, which, were the St. Mary's River unguarded, could at night easily steal down and board the army transports or any other defenseless vessels that occasionally anchor for the night in the lower harbor, and were my vessel to be stationed there the water front would be left free to the disloyal inhabitants of Fernandina (of which I think there are a fair proportion), besides opening the other branch of the St. Mary's River, which is opposite the town. As the chief engineer considers it actually dangerous to delay any longer overhauling the air pump and cylinders I have commenced to have it done, as I mentioned in my letter from Port Royal I should, if you sent me no order to the contrary. This will occupy, with cleaning the boilers, a week or ten days.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer at Fernandina.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron, U. S. S. Wabash.

Destruction of schooner George Washington and sloop Mary Louisa, and capture of the schooner Julia Worden, in Santee River, South Carolina, March 27, 1862.

Report of Commander Goldsborough, U. S. Navy, transmitting additional reports

U. S. S. FLORIDA,
Off Charleston, March 30, 1862.

FLAG-OFFICER: I have the pleasure to inform you that the *Restless*, Lieutenant Commanding Conroy, captured in the passage near Cape Romain light, on the 27th instant, the schooner *Julia Worden*; of and for Charleston, S. C., loaded with 2,000 bushels of rice. I have directed Prize Master Miller H. Johnson to proceed to Port Royal and report to you. I enclose all the papers found on board the *Julia Worden*, together with Lieutenant Commanding Conroy's report of the destruc-

tion of the schooner *George Washington* and sloop *Mary Louisa*, both loaded with rice.

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Commander, U. S. Navy, and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. bark *Restless*.

U. S. BARK RESTLESS,
Off *Bull's Bay*, March 28, 1862.

SIR: I have the honor to report to you that yesterday, the 27th instant, I sent two armed boats into the inner channel communicating between Santee and Charleston, with orders to intercept any rebel vessels bound to Charleston with their cargoes.

I now send Acting Master Miller H. Johnson in command of the schooner *Julia Worden*, laden with rice, with orders to report to you.

This vessel is one of the three captured. The schooner *George Washington*, drawing too much water (and there being no time to lighten her sufficiently, we being well informed that the rebels have three armed boats with fifty men in the vicinity, since the destruction of the four first coasters by our armed boats, formerly reported) was scuttled and then set on fire by Executive Officer Charles Smith, in command of the expedition, a copy of whose report I herewith enclose.

Acting Master's Mate Charles E. Tucker was ordered by Executive Officer Charles Smith to board the sloop *Mary Louisa*, and if not able to get her out to destroy her.

The wind having died away some time before, the *Mary Louisa* was set on fire and the crew taken on board this vessel.

We have at present 11 prisoners on board this vessel, not deeming it expedient or prudent to send them to you in the schooner. The following are the names of the captured vessels, viz:

Julia Worden, schooner.....	2,000 bushels rice, 20 bushels corn..	Sent to Charleston in command of Acting Master M. H. Johnson.
George Washington, schooner	3,200 bushels rice, 50 bushels corn, 20 bushels rice meal.	Scuttled and set on fire.
Mary Louisa, sloop.....	2,000 bushels rice, 100 bushels corn.	Set on fire.

I consider the destruction of these vessels and their cargoes of more importance, in view of depriving the city of Charleston of these much-needed staple articles, than their intrinsic value.

I am happy to state that the officers in charge of this expedition have carried out my orders to the letter and exhibited much skill and coolness under the circumstances.

I enclose you herewith a copy of my orders to Executive Officer Charles Smith and a copy of his report, with the papers found on board the destroyed vessels.

I have the honor to be, very respectfully, your obedient, servant,
EDWD. CONROY,
Acting Volunteer Lieutenant, Commanding.

Commander J. R. GOLDSBOROUGH, U. S. Navy,
U. S. S. *Florida*, Senior Officer Present, off Charleston. S. C.

Report of Acting Master Smith, U. S. Navy, executive officer of the U. S. bark *Restless*.

U. S. BARK *RESTLESS*,
Off *Bull's Bay*, March 28, 1862.

SIR: According to your orders of the 27th instant I proceeded to Cape Romain light-house with two armed boats, one commanded by Acting Master Miller H. Johnson and the other in charge of myself and Acting Master's Mate Charles E. Tucker. After arriving at the light-house we discovered two schooners coming down the Santee River.

I immediately ordered both boats close in under an old sawmill, where we lay concealed until the first schooner was close on to us. Both boats started to board her, and as we came up with her I discovered that the captain and crew had taken to their boat. I ordered Mr. Johnson to board the schooner while I chased the boat. I had three muskets fired at her, when she turned round toward the schooner.

We found the schooner to be the *George Washington*, with 3,200 bushels of rice, 50 bushels of corn, and 20 bushels of rice meal, and bound from Santee to Charleston. After taking charge of her, I sent Mr. Johnson and Mr. Tucker after the other schooner, which they took charge of. She proved to be the schooner *Julia Worden*, with a cargo of 2,000 bushels of rice, also bound to Charleston. This morning we undertook to get the vessels out. Mr. Johnson, in command of the *Julia Worden*, succeeded in getting her out, while I, with the *George Washington*, on account of drawing too much water, did not succeed.

I saw it was useless to try and get her to the ship, so after heaving overboard her deck load and dismantling her, I had her scuttled in two places and set her on fire.

I believe, sir, that everything was carried out agreeably to your orders, and I hope to your satisfaction.

Most respectfully, your obedient servant,

CHARLES SMITH,
Acting Master and Executive Officer.

Acting Volunteer Lieutenant EDWARD CONROY,
Commanding U. S. Bark Restless.

Report of Lieutenant Collins, U. S. Navy, transmitting sketch of Confederate vessel seen in Savannah River.

U. S. GUNBOAT *UNADILLA*,
Wright's River, South Carolina, March 28, 1862.

SIR: I have the honor to acknowledge the receipt of your order of this date to "send back the *Mercury* with the men of the *Keystone State* and the launches of the *Susquehanna* without delay." They were sent back this morning in obedience to an order of yesterday from Captain Lardner.

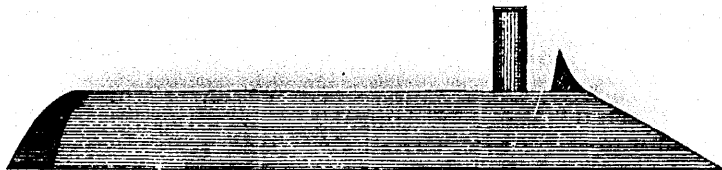
Enclosed is a copy of a drawing of a steamer seen in Savannah River to-day, and memoranda of other vessels, by the coast pilot and one of the engineers of the *B. B. Hale*, from the upper end of Elba Island.

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

N. COLLINS,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]



MARCH 28, 1862.

Seen by two officers of the *E. B. Hale* from the upper end of Elba Island: A large bark lying off Savannah with her topgallant masts housed; also a small side-wheel steamer lying off the city. Off Fort Jackson, two steamers beside the ironclad vessel. There was a steamer in St. Augustine Creek. The light-boat has two guns mounted, apparently 32-pounders.

Letter from Brigadier-General Sherman, U. S. Army, to Lieutenant Collins, U. S. Navy, regarding an expected attack by the enemy.

HEADQUARTERS U. S. FORCES,
Savannah River, March 28, 1862.

CAPTAIN: The general commanding directs me to say that from all the evidence in our possession there is every reason to expect an [attack] at any moment, and that it will be peculiarly unfortunate, if not disastrous, to be deprived of the services of the light-draft boats under such circumstances.

Very respectfully, your obedient servant,

J. H. LIEBENAU,
Assistant Adjutant-General.

Lieutenant COLLINS,
Commanding.

[Enclosure.]

DAUFUSKIE ISLAND, March 28, 1862.

GENERAL: I send another report on the ironclad vessel. My opinion is that unless the channel is closed at once by hulks or otherwise the Navy will lose the greater portion of the blockading fleet.

Very respectfully, your obedient servant,

EGBERT I. VIELE,
Brigadier-General, Commanding.

General T. W. SHERMAN.

Letter from Brigadier-General Sherman, U. S. Army, to senior naval officer at Port Royal regarding naval force required in Savannah River.

HEADQUARTERS EXPEDITIONARY CORPS,
Port Royal, S. O., March 28, 1862.

SIR: On my return this evening from St. Helena Island, I received a dispatch from General Viele, stating that the tugboats (armed) and launches in Mud River, etc., had been ordered back to Port Royal.

According to an official report of the officer in command of the gunboat *Hale*, made to Captain Collins, a copy of which was furnished to General Viele, it appears the ironclad gunboat, about which so much has been said of late, made her appearance in the Savannah River for the first time on the 26th instant.

It is for you to judge of the naval force required at that point to meet any exigency that may arise from a circumstance that seems to be considered of a very grave character.

I deem it important, however, to notify you of the circumstance, lest it may not otherwise have been reported to you.

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

T. W. SHERMAN,

Brigadier-General, Commanding.

COMMANDING OFFICER U. S. Naval Forces,
Port Royal Harbor.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, regarding naval vessels employed in defending army batteries.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 28, 1862.

GENERAL: I returned to this harbor last evening and your letter to the commanding naval officer has just been brought to me.

Should there be any truth in the report of ironclad vessels, of which I do not believe a single word, the small tugs and launches would be of little avail.

I must dispatch the *Susquehanna* and *Keystone State* on important duty to-morrow and found it necessary to withdraw the boats of the one and a portion of the crew of the other before I could do it.

I have written already to withdraw several light-draft vessels, now cooperating with the army at Fernandina and on the St. John's River.

General, whenever and wherever I can further your operations and plans I shall ever be ready, but you must allow me to say that I never expected that a naval force could be required to protect the batteries on Venus Point and Bird Island after they were completed, and if this be necessary, and General Viole or yourself put any credit in the reports alluded to, the sooner these batteries are strengthened the better. I learn my gunboats are aground nearly the whole of the twenty-four hours. Under such circumstances, I am not satisfied that it is not my duty to withdraw every one of them.

One of the tugs I require for squadron duty; the other so soon as watered will return to-morrow.

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

S. F. DU PONT,

Flag-Officer.

Brigadier-General SHERMAN,
Commanding Expeditionary Corps, Hilton Head.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the confirmation by the Senate of his appointment as flag-officer.

NAVY DEPARTMENT, *March 28, 1862.*

SIR: The Department informs you that your nomination for appointment as flag-officer to command the South Atlantic Blockading Squadron was confirmed by the Senate of the United States on the 6th instant.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding investigation by court of enquiry in cases of evasion of the blockade.

NAVY DEPARTMENT, *March 28, 1862.*

SIR: Whenever a case is brought to your knowledge of an evasion of the blockade within the limits of your command, you will, without unnecessary delay, convene a court of enquiry for the purpose of a rigorous investigation of the circumstances attending such evasion, and direct the court to report, in addition to the evidence and a statement of the material facts ascertained, their opinion whether the evasion was in any manner the consequence of negligence or other fault on the part of commanding or other officers or persons in the naval service, naming persons censurable, if any.

The record of any court convened under this order will be promptly dispatched to the Department.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Wells, U. S. Navy, to assume command of the U. S. ship Vandalia in Tybee Roads, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 28, 1862.

SIR: You are hereby detached from the U. S. S. *Susquehanna* and appointed to the command of the U. S. sloop *Vandalia* in place of Commander F. S. Haggerty, relieved on account of indisposition.

The *Vandalia* is now at Tybee Roads blockading the entrance to Savannah River, where you will join her, receiving from Commander Haggerty such information as his experience at that port may enable him to give you.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer.

Lieutenant OLARK H. WELLS,
U. S. S. Susquehanna, Port Royal.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, requesting the return of the U. S. S. Seneca to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 28, 1862.

SIR: I find myself much pressed for want of the light-draft vessels of the squadron, and I have therefore to request that you will forward by the *Darlington* the enclosed communications to Lieutenant Commanding Stevens, of the *Ottawa*, or the senior officer present, directing the immediate return of the *Seneca* and the boats of this ship to Port Royal.

Should anything prevent your sending the *Darlington* by the inside or outside passage, I have to request that you will find some other means of transmitting these orders.

The pilot boat *Blunt*, by which this communication is forwarded, can not, by reason of her draft, cross the St. John's Bar.

I desire further that you will send the *Huron* and *Potomska* to report to me here without delay, directing their commanding officers to use all dispatch.

In withdrawing these vessels from your division I am not unmindful of the excellent reasons you gave for keeping a vessel at St. Mary's, but the necessities of the moment must override them.

— Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander PERCIVAL DRAYTON,
U. S. S. Pawnee, Senior Officer on Coast of Florida.

Order of Flag-Officer Du Pont, U. S. Navy, to the senior officer in St. John's River, for the return of the U. S. S. Seneca to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 28, 1862.

SIR: On receipt of this communication, you will please direct Lieutenant Commanding Ammen, of the *Seneca*, to return to Port Royal with all dispatch and report to me, bringing with him the launch and cutter and the three boat guns belonging to the *Wabash*, with their officers and crews.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Lieutenant Commanding STEVENS,
Or Senior Officer Present, St. John's River.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, regarding the importance of holding Wassaw Sound.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 29, 1862.

SIR: You will please proceed with all possible dispatch to Wassaw Sound and hold those waters.

I have been compelled to send the *Seminole* home, by order of the Department.

Although the battery at Skiddaway has been abandoned, vessels may still come down Wilmington River from St. Augustine Creek and run out, or Commodore Tattnall may make some attempts on the vessels at anchor, as only two are there now—the *Norwich* and *Wyandotte*.

It is also believed that the rebels have an ironclad vessel or ram in the Savannah River. If of sufficiently light draft, she might make an attempt on the vessels at Wassaw.

The bombardment of Pulaski will settle all these annoyances, but the delay in commencing it is painful. They expect to reduce the fort in three days, and to commence this week.

You will place the *Pocahontas* at the best point to cover Brunswick. Are the rebels likely to reoccupy the Jekyl Island fort? Lieutenant

Commanding Balch should see to this and destroy it thoroughly if any probability of this event.

I answered your various communications and sent your letters by *Blunt* before I knew I would require your presence at Wassaw.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
U. S. S. Mohican.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, referring to affairs in Savannah River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 29, 1862.

GENERAL: I have just received copies of a letter from Lieutenant Commanding Collins to Captain Liebenau, assistant adjutant-general at Daufuskie, reporting the appearance of an ironclad vessel under Fort Jackson; also the copy of a letter from General Viele to you.

Just before receiving these Captain Hamilton called upon me in your name to ask that the two tugs, *Pettit* and *Mercury*, should go into the Savannah River to give protection to the sinking there of certain hulks.

I yielded to this request, but I do not see how two small tugs, not intended for offensive purposes, can give protection against Commodore Tattnall's steamers, whether there be an ironclad vessel or not, and the larger gunboats would in all probability run aground. I will, however, place these tugs at the disposition of General Viele, who will, I presume, see that they are not improperly hazarded.

In reference to General Viele's letter to you, expressing the opinion that unless the channel is closed at once by hulks or otherwise the Navy will lose the greater part of the blockading fleet, I do not understand whether the general alludes to the blockading fleet on the coast generally or to that portion of it stationed in and near Wall's Out.

The naval blockade of Savannah River is established at Tybee Roads; the vessels in Wright's and Mud rivers are there at your request to assist the batteries, as I understand it; having them there formed no part of a plan of mine.

Will you do me the favor, general, to write me what your wishes are on the subject?

I am, general, respectfully and truly, your obedient servant,

S. F. DU PONT,
Flag-Officer.

Brigadier-General T. W. SHERMAN,
Commanding Expeditionary Corps, Hilton Head, S. C.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, requesting notification before withdrawal of gunboats.

HEADQUARTERS EXPEDITIONARY CORPS,
Port Royal, S. C., March 29, 1862.

COMMODORE: Your letter of last night has been received.

When it is your intention to withdraw any of the gunboats from positions occupied by the land forces, will you please, commodore, to give

me timely notification of the fact. Some of our troops have been distributed in such forces as to provide for the necessities of the localities under the presumption of a cooperation at those points with the naval force left there. At some of these points there are some additional arrangements on our part [that] may have to be made in case of a withdrawal of the naval force.

Very respectfully, your most obedient servant,

T. W. SHERMAN,

Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron, Wabash.

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Collins, U. S. Navy, making enquiry regarding affairs at Wall's Cut.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 29, 1862.

SIR: I have your letter of yesterday, with sketch of an ironclad vessel, as seen by some officers of the *Hale*, lying under Fort Jackson.

Will you inform me if this vessel can reach the gunboats where they are now anchored, and are the boats required to assist the batteries? General Viele spoke of them to-day as the blockading fleet. Our blockade of the Savannah River is established at Tybee, and the only reason for having gunboats at Wall's Cut was to aid the batteries. Should these require no aid, or the gunboats be unable to give any, then they had better be recalled.

Please give me information on this head.

Your several communications to Captain J. L. Lardner have been transferred to me and among them your interesting reconnoissance of Wright's and Mud rivers, detailed in your letter of the 27th instant.

I have read them all with satisfaction. Your duties have been arduous and trying; please receive my commendation for the faithful performance of them all.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Lieutenant Commanding N. COLLINS,

U. S. Gunboat Unadilla, Comdg. Naval Force in Wright's River.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, to proceed to blockade duty at Georgetown, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 29, 1862.

SIR: You will proceed with the *Keystone State* under your command to blockade off Georgetown, S. C., communicating on your way with the vessels off Charleston.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Commander W. E. LE ROY,

U. S. S. Keystone State, Port Royal.

P. S.—I leave it optional with you to stop off Charleston or not.

Report of Lieutenant Truxtun, U. S. Navy, transmitting request from Colonel Welsh, U. S. Army, regarding reinforcements for Edisto Island.

U. S. SHIP DALE,
St. Helena Sound, South Carolina, March 29, 1862.

SIR: Enclosed I send you a copy of a letter received this day from Colonel Thomas Welsh, commanding the post on Otter Island. I have complied with the request of Colonel Welsh and placed at his disposition and subject to his orders the marine guard, numbering 20 muskets, the boat howitzer, and a crew of 13 men, Acting Midshipman Silas W. Terry, and Acting Master's Mate Charles E. Hawkins. They are ready to embark at a moment's notice, though up to this hour (8 p. m.) the transport *Ben De Ford* has not made her appearance.

It appears the rebel forces have crossed over Watt's Cut from Jehossee Island to Edisto Island, driven in the picket guard of our troops, and are supposed to be making arrangements for a general attack.

If it is possible to send one of the small light-draft gunboats with reversing engines it will be very easy to ascend the South Edisto River to Watt's Cut and cut off the retreat of the rebel forces. A light howitzer, with field carriage, should also be sent and a pilot to take the vessel over the bar at this post and across that at the South Edisto, if possible. It is evident from all I can learn that a move of some kind is in contemplation by the rebels in this vicinity. - A large number of contrabands just arrived assure me that the rebel forces have abandoned Willstown, on the mainland, and moved over to Jehossee Island, where heretofore they have only kept a small picket. Our troops on the Edisto are almost entirely without artillery, while the rebel forces are said to be quite well supplied with that arm. In consideration of the large number of his forces that Colonel Welsh contemplates taking from his post, I have not thought it prudent to weaken the effective force of this ship by placing more men under his orders.

An army mail boat leaves Hilton Head every morning at 8 o'clock for this post. Communications for this vessel, if sent to the post-office, will be promptly forwarded.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
*Commanding South Atlantic Blockading Squadron,
or Senior Officer Present, Port Royal, S. C.*

March 30.—Reports from Edisto this morning state that fighting has been going on all night. The *Crusader*, in North Edisto, was firing on the rebels.

Respectfully,

W. T. TRUXTUN,
Lieutenant, Commanding.

[Enclosure.]

HEADQUARTERS,
Otter Island, South Carolina, March 29, 1862.

A dispatch just received from Colonel Henry Moore, commanding U. S. forces on Edisto Island, informs me that his pickets have been driven in, and that he has reason to believe that the enemy are preparing to attack his position. He proposes to send the transport steamer *Ben De Ford* to this place for reinforcements.

I am prepared to go up to his assistance with five companies of my regiment, and would like to have your howitzer, with a force to work it; also a marine guard to accompany me to Edisto Island. I will leave one company and a guard at Fort Drayton, under command of Captain C. G. Strahan, Third Rhode Island Artillery.

Your men should be prepared to go on board the *Ben De Ford* immediately on her arrival, with at least two days' rations cooked.

Respectfully, etc.,

THOMAS WELSH,

Colonel Forty-fifth Regt., Pennsylvania Volunteers, Commanding.

Lieutenant W. T. TRUXTUN,

Commanding U. S. Ship Dale.

Report of Lieutenant Rhind, U. S. Navy, commanding U. S. S. Crusader, regarding operations in support of army forces at North Edisto March 29-April 3, 1862.

U. S. S. CRUSADER,

North Edisto, April 3, 1862.

SIR: I received on the 1st your communication of the 30th March, informing me that you had ordered the *Dale* to this point in consequence of General Sherman's apprehension of an attack on the forces here. For some days past great uneasiness seems to have existed among the troops on Edisto Island, and I have had several intimations from them of the approach of a hostile force. On the 29th two privates of the Fifty-fifth Pennsylvania Regiment informed me that their company had been cut off on Little Edisto Island, and required assistance. We ran up to the mouth of Steamboat Creek and sent two boats up to their relief. A portion of the company had succeeded in crossing the creek to Edisto Island, and our boats took over the remainder. The impression seemed to prevail among them that a considerable force was advancing from Jehossee Island to attack this point. On the night of 31st I received messages from Colonel Moore and the captain of the company stationed at Seabrooks', both anticipating an attack that night. I sent the flat with the howitzer to the latter and made all necessary preparation to assist them at the camp. I have not since had any information from them of what is going on, and have observed myself no cause for such alarms. We returned to the anchorage off the camps to-day, having gone up to White Point this morning to destroy a large flat that had drifted on shore there. On reaching here I received a letter from Lieutenant Commanding Truxtun, of the *Dale*, informing me that the steamer *Boston* sent to tow his vessel round, had not fuel enough and he was without a pilot to take the ship over the bar, and that the steamer had returned to Port Royal. He mentions also that the *Dale* draws 16 feet. That draft can be brought in here only at high water with smooth sea. The *Dale* could lay off the camp here to protect it, if necessary, but, except with her boats, could do no other service. The *Sumpter* came in here on the 27th under orders from Commander Goldsborough to communicate with Colonel Moore, and sailed for Port Royal on the same day. The brig *Empire*, partially loaded with cotton, got on the north breaker of the bar on the morning of the 26th. We went to her assistance at once and anchored as near her as possible; sent hawser and two kedges and used every effort to get her off, but it came on-to blow fresh with rough sea, and she bilged

that night. We rendered her every assistance in our power. The *Sumpter*, if sent here, may remain with advantage off the Dawho, and should the *Dale* get here, off the camp would be the only station she could occupy.

I believe, sir, if some officer of sufficient rank and qualifications to command is sent here, it would be better than any other reinforcement to the troops here.

Our stocks of coal will enable us to keep fires up for four or five days yet. Our provisions are running short also. I shall therefore avail myself of your permission to return to Port Royal on the arrival of some other vessel.

Very respectfully, your obedient servant,

A. C. RHIND,

Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Flag-Officer-Du Pont, U. S. Navy, transmitting report of Commander Le Roy, U. S. Navy, commanding the U. S. S. Keystone State, regarding the cruise of that vessel March 29-April 25, 1862, and the capture of the schooner Success, formerly privateer Dixie.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 29, 1862.

SIR: I herewith enclose an interesting report of Commander Le Roy, of the *Keystone State*, detailing the incidents of the blockade of Georgetown by that vessel from the 29th of March to the 25th of April, during which he ran on shore a schooner, the *Liverpool*, of Nassau, and captured another, now called the *Success*, formerly the privateer *Dixie*. He has informed you of the particulars of the capture of the *Success*, and of his having sent her to New York for adjudication with two of her crew. The captain, L. D. Benton, and the remainder of the crew, viz, John Jones, John Wilson, John Kane, and James White, he brought to this port. I have sent them to New York by the *Empire City*, directing Captain Baxter, of that steamer, to deliver Captain Benton (who is a strong secessionist and a very skillful pilot on this coast, and also a lieutenant of this same prize schooner when she was called the privateer *Dixie*), to the commandant of the navy yard for custody until the pleasure of the Department is known.

On the prize was an elderly gentleman, Mr. [Josiah N.] Bird, who said he was from Trenton and had taken passage in order to get North. He had in his possession three letters, two of which are enclosed for the disposition of the Department, and a copy of the third, to which I would call the attention of the Department, as it very clearly shows the stringency of the blockade off this coast, notwithstanding rebel misrepresentations to the contrary. I sent the original of this last letter to the party to whom it was addressed.

During the cruise of the *Keystone State* several white persons came off to the steamer, viz, a Mr. [J. N.] Merriman, formerly collector at Georgetown; a Mr. [William W.] Bingham, and Mr. [William] Soles, all of whom go north in the *Empire City*, together with Mr. [Josiah N.] Bird, above mentioned.

I enclose memoranda of information given by Mr. Bingham for what it is worth.

Enclosed also is a statement of the vessels spoken and boarded by the *Keystone State* during the cruise.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. KEYSTONE STATE,

At Sea, April 25, 1862.

SIR: In obedience to your order of the 29th ultimo, I proceeded to off Georgetown, S. C. I did not communicate with our force off Charleston, owing to the lateness of the hour. On the evening of the 30th I anchored, supposing I was near Georgetown, the mist preventing my seeing the land. At noon making the light-house, and at 1 p. m. stood farther north and anchored in 5 fathoms water. On Monday, the 31st, a little after daylight, made a small sailboat well out from the light-house. At 6:30 the boat came alongside with one white person and a contraband, the white person representing himself as Mr. J. N. Merriman, of Georgetown, a loyal citizen of the United States, and who at the time of the secession of South Carolina held the office of collector of the port of Georgetown, an office he had never resigned. Mr. Merriman stated that he had escaped from Georgetown in hopes of falling in with one of the blockading squadron and was desirous of getting to Washington to communicate with the Government. Mr. M. gave me a good deal of general information; among the things mentioned was the escape from Beaufort of the rebel steamer *Nashville*, her arrival at Georgetown on the 20th ultimo, and her departure on the 27th for Nassau, New Providence, where she expected to take out an English license and engage in the coasting trade [on] this coast; that she was not armed; that her former commander, Pegram, had been ordered to command the ironclad steamer *Virginia* [*Merrimack*], and that the *Nashville* was now commanded [by] a Captain Gooding. Mr. Merriman stated he had been confined in jail for a year and twenty days for refusing to take the oath of allegiance to the rebel Government. Also that Mr. Jefferson Davis was gathering all his force at Wilmington, N. C., and was busy fortifying that place, intending to make a desperate effort to repel the Federal forces should they advance upon that place. Mr. M. represents Georgetown as being in a defenseless state.

Mr. M.'s companion, Prince Coit, was an intelligent negro (a contraband), who is represented as a fisherman and one of the best pilots out of Georgetown.

After receiving Mr. Merriman on board I fired three guns, intended for his friends as a signal of his safety.

About 3:30 p. m. of the same day made a small boat standing out from the land; sent an armed boat in and she returned towing the boat, which contained two white persons and a black (a contraband); the three last were the sole occupants of Georgetown jail, whence they escaped the previous night.

One, Mr. William W. Bingham, of Pennsylvania, states that he was imprisoned upon suspicion of being a spy and was to have been hung on Thursday, April 3. The other, Mr. William Soles, of North Carolina, was accused with others of killing a man; his companions by getting bail and consenting to enlist in the rebel Army were released, while he, from his inability to obtain bail, was kept a prisoner. The negro, Jack Johnson, was imprisoned for running away.

On the morning of the 3d instant the steamer *Seabrook* came out from Georgetown and through the inside of the reefs ran down toward the Santee River. I gave chase, firing upon her with my rille gun, one or two of the shots seeming to take effect. She succeeded in getting into the river by crossing the breakers, apparently taking the bottom in so doing. She seemed to be crippled. The shoalness of the water compelled me to discontinue the chase. The refugees I have on board state that she intended loading with cotton at the railroad at Santee bridge and then going to Nassau, New Providence.

On the night of the 4th I moved a little to the southward to cut off a steamer (*Nina*) that was expected to leave Georgetown for Charleston, but returned to my old position before daylight of the 5th.

About 7 a. m. of the 5th a small boat came alongside with three contrabands from the South Santee River, who were received, clothed, and provisioned.

On Sunday, the 6th, I administered the oath of allegiance to Mr. J. N. Merriman, of South Carolina, Mr. William W. Bingham, of Pennsylvania, and Mr. Soles, of North Carolina.

On the afternoon of the 10th instant, just before sunset, a schooner was made to the northward, about 12 miles distant, close in with the land, endeavoring to reach one of the entrances (channels) of Georgetown. I weighed anchor and ran for her, but before coming up with her she was run on the outside of the point of the North Inlet, fired, and deserted. At 7:30 p. m. I sent in a couple of boats, but owing to the sea breaking and the progress of the flames they were unable to board her. The boats approached sufficiently near her stern to read upon it by the light of the flames "*Liverpool, of Nassau.*" She was from 150 to 180 tons burden and evidently deeply laden.

After the boats returned I moved southward to my previous anchorage, and on the morning of the 11th steamed up to the wreck to ascertain or complete her certain destruction, but found she was burned to the water's edge, a complete wreck, and the sea breaking all over her, so as to render it difficult and dangerous for a boat to near her.

On the 14th the *Gem of the Sea* joined me and I assigned Captain Baxter to a position to command North Inlet.

On the 15th, soon after daylight, a sail was made to the northward and eastward; thinking her suspicious, I went in chase and soon after saw the *Gem of the Sea* following her. About 7 a. m. fired a gun, the chase distant about 2 miles; she hove to, showing British colors. On boarding her she proved to be the former privateer *Dixie*, lately the *Kate Hale*, and now the *Success*, of 81 tons burden, commanded and partially owned by Captain L. D. Benton, who, as first lieutenant of the *Dixie*, obtained quite a reputation during her piratical cruise, as also some means, all of which I believe was invested in the prize and her cargo, 100 bales cotton, 234 barrels spirits turpentine, 40 bushels peanuts, and 3,000 pounds rice. The officers and crew of the prize numbered seven in all, with a Mr. Bird, an elderly gentleman, as passenger, he claiming to be a citizen of New Jersey, and accounts for his being on board the prize, his inability to get away from the South in any other way, and that he was bound in her to St. John, New Brunswick, and thence to his home at Trenton, N. J.

Captain Benton being regarded as a very smart and determined man, I deemed it better to bring him and his crew (excepting two) and the passenger on board this ship, putting Acting Master Hand and seven of my crew on board the prize, with orders to proceed to New York, for which port the prize left about 11 a. m., this ship and the *Gem of the Sea* proceeding in chase of a schooner to the northward, which

proved to be the American schooner *Henry B. Metcalf*, of Providence, R. I., from Cardenas, Cuba, for Bristol, R. I., with molasses, fruit, etc. After leaving the *Henry B. Metcalf* I returned to my station off Georgetown.

I would respectfully call the attention of the flag-officer to the importance of Georgetown as a place for receiving and distributing supplies for the rebel States, and of the necessity for more vessels to blockade its waters, there being several outlets, extending some 10 or more miles, that render the blockade by sailing vessels very inefficient, and even with the most extreme vigilance one steamer is incapable of properly blockading. But for the opportune arrival on the 14th of the *Gem of the Sea*, the schooner this day (15th) captured would have succeeded in making her escape.

On the 16th I casually learned that the *Nashville*, from Nassau, had been in the neighborhood of Charleston on the 9th or 10th instant, but finding that port so closely blockaded did not attempt to enter, but sent in a small boat with Captain Lockhart, who had been appointed to command the steamer *Gladiator* (laying at Nassau), belonging to John Fraser & Co., of Charleston, S. C. After landing Captain Lockhart on the coast near Charleston with dispatches, the *Nashville* left for Nassau. The *Nashville*, it is stated, now belongs to John Fraser & Co., has an English register, and flies English colors.

On Sunday morning (20th) the *G. W. Blunt* made her appearance, and after a short delay was dispatched back to Port Royal.

On the evening of the 22d. the *Norwich* arrived and I assigned Lieutenant Commanding Duncan a position to command the Southeast Channel [or Pass], the *Gem of the Sea* commanding the North Inlet, and this ship Bottle Channel.

I enclose a couple of papers drawn up by Mr. Bingham, professing to give information, etc., but from the inaccuracies evident in them and the source whence obtained, I do not consider of much value.

The enclosed manuscript in pencil Mr. Merriman handed me soon after his arrival, also the accompanying list of loyal and disloyal citizens of Georgetown. On the evening of the 23d an extensive and distant conflagration was visible in the bearing of Georgetown.

On the 24th, about 1:30 p. m., a steamer passed to the northward without communicating, and I after learned she was the *Connecticut*. Had her commander have communicated with me I would have been enabled to send the prisoners I have on board to New York.

About 2 p. m. the *Albatross* arrived and I communicated to Commander Prentiss all the information in my possession.

At 7 p. m. I took my departure for Port Royal.

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

WM. E. LE ROY,
Commander, U. S. Navy.

FLAG-OFFICER S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Gillis, U. S. Navy, regarding a reconnoissance in the Savannah River to ascertain the position of Confederate ironclad.

U. S. S. E. B. HALE,
Mud River, South Carolina, March 30, 1862.

SIR: I have the honor to report the following:

Yesterday, at 7 o'clock p. m., Mr. William H. Bullis, the coast pilot attached to this vessel, proceeded out of this river and up the Savan-

nah for the purpose of ascertaining the position of what I have judged to be an ironclad vessel in the hands of the rebels.

The following are the results of his observations: He passed across to Elba Island and pulled along close in to the marsh; went through a creek which puts into the south channel; heard men at work; heard them talk; heard these expressions, "Put the tube up"; also, "Make it well fast." Thinks they are sinking infernal machines, or torpedoes, on the bar.

Just above the bar was what seemed to be a bridge, extending from the rice plantation two-thirds of the way across toward Fort Jackson. Saw the ironclad steamer distinctly. She is a propeller with a long, slim smokestack; was near enough to hear talking on board, as follows: "Have you got a heat on?" "Bring her along." Did not understand the rest of the sentences.

The workmen appeared to be riveting boilers. This was on board of a large side-wheel steamer; thinks it was the *Everglade*. The ironclad vessel seemed to be 120 feet in length, very low in the water. Enclosed I forward a sketch* of the steamer as near correct as present evidence admits. It varies somewhat from the one previously forwarded.

Very respectfully, your obedient servant,

JAMES H. GILLIS,
Lieutenant in Command.

Lieutenant N. COLLINS, U. S. Navy,
Commanding U. S. Gunboat Unadilla.

Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. bark Restless, regarding the capture of the schooner Lydia and Mary in Santee River, South Carolina.

U. S. BARK RESTLESS,
Off Bull's Bay, March 30, 1862.

SIR: I have the honor to report to you that, discovering yesterday two other schooners making their way from Santee to Charleston, I sent another armed boat in charge of Acting Master's Mate Henry Eason with orders to intercept or destroy them. He succeeded in getting out the schooner *Lydia and Mary* with a cargo of 2,500 bushels of rice and two coils of rope. The crew took to their boat as soon as they discovered the armed boat, after trying to erase the name from the schooner's stern.

The other schooner, its name being entirely defaced, was also deserted. She had a cargo of rice and about 600 bushels of corn meal, but there being only one boat's crew, the other ship's boat being employed in getting the schooner *Julia Worden* ready for sea, Mr. Eason was compelled to destroy her, which he effected by setting her on fire.

The *Lydia and Mary* also had neither flag nor papers on board, but being evidently engaged in the supply of provisions for the city of Charleston, and captured in the waters of Santee, I considered her a lawful prize. Of the eleven prisoners taken in the schooners captured the day before, and mentioned in my last report, five are old and decrepit slaves (one of them 90 years old, and the others more than 60 years), requested to be set ashore at Cape Romain light house. I granted their request, having already so many contrabands and prisoners on board and expecting more.

*Not found.

The captain of the schooner *Julia Worden*, now a prisoner on board this vessel, reports that there are about 5,000 Union men in Charleston anxiously waiting for the Federal troops to take possession of the city and to come to their succor; he also reports that when the boats of our vessel destroyed the first four schooners on the 14th ultimo, the Southern "chivalry," encamped at Harper's Point, mistook them for a part of the Burnside's expedition, set fire to their tents and fled in trepidation.

At 8 o'clock p. m. yesterday a light was discovered to come out from Bull's Island, and being informed of a light-draft steamboat coming twice a week from Charleston with provisions for the troops at Bull's Island, cleared the ship for action, cast loose the battery, and had all the small arms brought on deck, the schooner *Lydia and Mary* being about 3 miles astern of us, and the schooner *Julia Worden* at anchor at our lee.

Owing to the contrabands and prisoners on board, our provisions will soon be exhausted, and being out of water and fuel I got underway and stood for Charleston in company with the schooner *Lydia and Mary* to report to you.

I also would respectfully request that a survey may be held on the top sides and the sheathing of the deck of this vessel. They are leaking so badly that the crew have very uncomfortable quarters, and their hammocks are constantly wet.

The oil is also exhausted, and scarcely enough left for binnacle light, notwithstanding there has not been any oil used for other purposes for forty days or more.

In closing I beg leave to suggest that, should you order this vessel back to her station, I would deem it advisable to have another armed vessel accompany us. Having during the last month destroyed and captured nine coasting vessels, they may, in all probability, send two or three steamers from Charleston and in a dark and calm night attack us at a disadvantage.

I enclose a copy of Acting Master's Mate Henry Eason's report and am, sir, very respectfully, your obedient servant,

EDWARD CONROY,
Acting Volunteer Lieutenant, Commanding

Commander J. R. GOLDSBOROUGH,
Commanding U. S. S. Florida, Senior Officer off Charleston.

[Enclosure.]

U. S. BARK RESTLESS,
Off Bull's Bay, March 30, 1862.

SIR: In compliance with your orders of the 28th instant, I proceeded in charge of an armed boat of this ship to the channel of Santee River and followed its tortuous course about 5 miles, where I found the rebel schooners. I boarded the first one and found her deserted. In the meantime I noticed the sails of the second being lowered and instantly started for her, but before I arrived the crew had left. She was a schooner of about 50 tons burden and having a cargo of some 500 or 600 bushels of corn meal; her name was defaced.

I set her on fire and returned to the first one, whose name was partially scraped off, and no papers found on board either of them. I succeeded, however, in making out her name, which proved to be *Lydia and Mary*. She is a schooner of 60 tons burden, and had a cargo of rice, 3 sacks of corn, and 2 coils of rope. By the almost superhuman exertions of my boat's crew I succeeded in towing her some 3½ miles, when

we got aground, and I was obliged to await the high water in the morning. After removing her from the shoals, so much time had expired in taking her to the bar opposite the channel that I had to await the flood tide, that I might be able to run her over the bar. In trying to haul her over I lost the kedge anchor and her starboard anchor with 10 fathoms chain. A strong tide against her course and a head wind prevented me from arriving sooner.

The men under my charge performed their laborious duties cheerfully and without a murmur.

There were farmhouses within a mile and a half of the schooner's anchorage and McClellan's Point, with an encampment of about 500 men.

Hoping that I have gained your approbation,

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

HENRY EASON,
Acting Master's Mate.

Acting Volunteer Lieutenant Commanding EDWARD CONROY,
Commanding U. S. Bark Restless.

Report of Commander Goldsborough, U. S. Navy, commanding U. S. S. Florida, regarding naval affairs off Charleston, S. C.

U. S. S. FLORIDA,
Off Charleston, March 30, 1862.

FLAG-OFFICER: Late this evening the bark *Restless*, Lieutenant Commanding Conroy, anchored off Charleston with his second prize, *Lydia and Mary*, which he captured on the 29th instant, in Cape Romain Passage, from Santee, bound to Charleston, loaded with rice and corn meal.

Lieutenant Commanding Conroy informs me that he has sunk three schooners in the passage, stopping up completely for the time being the inland water communication from Santee to Charleston. The *Restless* being short of provisions, leaking very badly on her spar deck and bends, being also short of many articles that we are not able to supply, and having many prisoners and contrabands on board, I have directed him to proceed to Port Royal with the *Lydia and Mary* and report to you. I shall dispatch the *Onward* immediately to take the place of the *Restless* off Bull's Bay.

I beg leave to inform you that my boilers are getting in a very bad condition, requiring overhauling and repairing. My coal is short, having about 60 tons only remaining, and it will be necessary for me to return to Port Royal in about a week to repair my boilers and coal. I ask your permission to do so, and am,

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Commander, U. S. Navy, and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Enclosed you will find a late Charleston paper.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, to assume direction of the blockade of Charleston, Bull's Bay, and Stono.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 30, 1862.

Though you may not have obtained all the coal you desire, I have to request that you will sail in the morning and assume the direction of the blockade of Charleston, Bull's Bay, and Stono, making the best disposition you can of whatever force you may have from day to day.

In consequence of some alarm at Edisto, as I informed you, the *Sumpter* was sent there from off Charleston, but was then dispatched here with reports to the army.

Those alarms have been repeated, and a boat from the *Dale* informs me the pickets have been driven in there—I mean at Edisto. Lieutenant Commanding Rhind may require another vessel, and I have to direct that on your arrival off Charleston you will order the *Sumpter* to return to Edisto to report to Lieutenant Commanding Rhind. The *Sumpter* has but little coal, and little provision. I will endeavor to supply her at Edisto, but if Lieutenant Commanding Rhind can spare her she can come here. Lieutenant Commanding Pattison has been most faithful in the discharge of his duty in blockading continually for sixty days.

Leaving all to your zeal and [discretion],

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain J. L. LARDNER,
U. S. S. *Susquehanna*, Port Royal.

P. S.—Since writing the above I have determined to send the *Dale* into Edisto, so that when it is necessary to send the *Sumpter* for coal and provisions, please let her come direct to Port Royal. When Lieutenant Commanding Pattison left here on Friday he thought he could hold out a week.

S. F. D. P.

Letter from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding measures of defense in the waters of South Carolina and Georgia.

HEADQUARTERS EXPEDITIONARY CORPS,
Port Royal, S. C., March 30, 1862.

COMMODORE: Yours of yesterday was received by the hands of Captain C. R. P. Rodgers.

General Viele expressing himself sanguine as to the necessity of placing hulks in the Savannah, and having no suitable boat to do it with, I thought it would be proper to ask you for the tugboats for that purpose. I presume that the general will be careful and not hazard these boats to the fire of the rebel navy if it possibly can be avoided. I am very thankful to you for your willingness and readiness in furnishing them.

I really am not aware of General Viele's meaning in expressing his fears for the safety of the blockading fleet in case of an attack of the alleged ironclad gunboats. I entertained hopes that you would interpret it, and therefore sent you a copy.

Captain Rodgers has spoken of the propriety of sending the *Dale* to North Edisto, instead of detaining her at Otter Island. I think that would be an excellent arrangement, as I consider North Edisto comparatively weak, considering the flank and rear of that position and its proximity to Charleston. Otter Island, as now armed and garrisoned, I consider strong enough to resist any force that can be brought against it.

Captain R. has also spoken of the sloop of war now at Tybee. I consider Tybee sufficiently armed to stop any vessels endeavoring to pass through that channel, except ironclad vessels; and if that ship can be put to a better service I would certainly recommend it.

As to the gunboats in Mud and Wright's rivers, it is hard to say what is sufficient there. The batteries were established in the Savannah River with the understanding that the approaches through Mud, Wright's, and New rivers were to be covered by gunboats. We have no force that can prevent these batteries being taken in rear by three different approaches unless stationed on Hog Marsh and the mainland about Red Bluff. The first is out of the question, from the nature of the ground; the second would require a larger force, considering the liability of being assailed by an overwhelming force from Savannah and Hardeeville, than I am prepared to send there. The occasional appearance of a gunboat in New River, therefore, I have always deemed important and necessary. A gunboat to sweep Upper Wright's River is also important and necessary; and the two now lying in Mud River, to prevent an assault from that direction, are certainly no more than sufficient. If there are any ironclad boats to assail us, I have not sufficient knowledge of the effects of that species of vessel to say what such a contingency would demand.

I am, commodore, with highest regard, your obedient servant,

T. W. SHERMAN,

Brigadier-General, Commanding.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron, Wabash.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Truxtun, U. S. Navy, commanding U. S. ship Dale, regarding a change of station from St. Helena Sound to North Edisto, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 30, 1862.

SIR: General Sherman is of opinion that the *Dale* is not necessary to the protection of the garrison at Otter Island, and seems desirous that I should increase the naval force at Edisto.

You will, with the *Dale* under your command, proceed to North Edisto and report to Lieutenant Commanding Rhind, of the *Crusader*, for service in that river: The steamer which takes this dispatch will carry the provisions required by you.

I take occasion to express my satisfaction at the zealous and efficient manner with which you have discharged your duties while holding St. Helena Sound.

I will write to the Bureau in reference to the sails for your vessel. The requisition of which you speak in one of your late communications was forwarded.

The transport steamer is to tow you out and into Edisto.

I have received your report on the charge made by the United States resident agent, through his clerk, against an officer and boat's crew of your vessel, a copy of which has been forwarded to Lieutenant-Colonel W. H. Reynolds.

The charge in this case seems to have had little foundation, and the explanation given appears to be satisfactory.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding W. T. TRUXTON,
U. S. Ship Dale, St. Helena Sound.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Rhind, U. S. Navy, regarding the transfer of the U. S. ship Dale to his command in North Edisto.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 30, 1862.

SIR: I have received during my absence from Port Royal several interesting communications from you, detailing events in North Edisto, which I have not had an opportunity before of acknowledging.

General Sherman appears to apprehend an attack upon the part of the enemy in North Edisto, and as the *Dale* is no longer required for the protection of the batteries on Otter Island, I have determined to send her to you.

I regret that it has not been in my power to send you the *Ellen*. She is at Jacksonville, very much in want of repairs. I have, however, directed the *Sumpter* to return to Port Royal, and will dispatch her by Edisto after she has received her provisions and repaired.

If you desire to come to Port Royal in the *Crusader* after the *Sumpter* arrives at Edisto, or if you deem the *Dale* sufficient without the *Sumpter*, you can do so, returning to Edisto so soon as you have filled up.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. C. RHIND,
U. S. S. Crusader, North Edisto.

Report of Lieutenant Stevens, U. S. Navy, transmitting copy of orders issued in relation to the De Costa affair.

UNITED STATES GUNBOAT OTTAWA,
Off Jacksonville, Fla., March 31, 1862.

SIR: On Saturday last I wrote you by the steamer *Darlington*, giving you an account of what had been accomplished up to that date.

This morning I sent Captain Ammen in the *Seneca* to Orange Mills, to attend to the De Costa affair, and enclose herewith a copy of my orders to him, which I hope will meet with your approval.

We are greatly in want of provisions, coal, etc.

Captain Ammen has succeeded in getting the two guns which were sunk some 10 or 12 miles below Jacksonville.

Everything remains quiet here, though we have reason to believe the enemy are concentrating a force of some 2,500 men in the neighborhood.

Respectfully, your obedient servant,

T. H. STEVENS,

Lieutenant, Commanding, and Senior Officer Present.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. GUNBOAT OTTAWA,

Off Jacksonville, Fla., March 30, 1862.

SIR: You will please proceed with the *Seneca* under your command to Orange Mills, at as early an hour as is practicable to-morrow, to carry out the intentions signified in the notices I have handed to you.

I have reason to believe that a person known as Dr. Mays is the one responsible for the abduction of De Costa. If, upon investigation, you find this to be the fact, his premises alone are to be destroyed, should this be necessary. If others are implicated in the matter, I leave it to your discretion to do what is right and just.

On your return, please make a written report of your proceedings to me.

Respectfully, yours,

T. H. STEVENS,

Senior Officer Present.

Lieutenant Commanding DANIEL AMMEN, U. S. Navy,

Commanding U. S. Gunboat Seneca.

Report of Lieutenant Collins, U. S. Navy, in response to request for information regarding the gunboats in Wright's River, South Carolina.

U. S. GUNBOAT UNADILLA,

Wright's River, South Carolina, March 31, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 29th instant, requiring certain information in regard to the gunboats at this place.

The draft of the supposed ironclad vessel is unknown. Should it exceed 8 feet 6 inches (8½ feet) she could not reach the *B. B. Hale* or *Western World* at high water of the ordinary spring tides. With a less draft she could approach from Savannah River through Mud River to the boom, 300 yards distant from the *B. B. Hale* and 500 from the *Western World*. The boom is a temporary obstruction only. But without leaving the deep water of the Savannah River she can approach within 1,600 yards of those vessels.

This vessel in her present position could not give any aid to the batteries if attacked from the westward.

I am of the opinion that four guns on the shore opposite the *B. B. Hale* would be more effective for protecting the Venus Point battery and the landing in Mud River than the nine guns of the *Hale* and *Western World*, to say nothing of the better security for the men. I believe that Captain John Hamilton, chief of artillery of General Sher-

man's division, entertains, with myself, the opinion that the gunboats are almost useless for aiding the batteries.

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

N. COLLINS,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Lieutenant Truxtun, U. S. Navy, calling attention to the unprotected condition of the South Edisto River.

U. S. SHIP DALE,
St. Helena Sound, South Carolina, March 31, 1862.

SIR: I have just received your letter of the 30th instant. I shall proceed with this ship to the North Edisto as soon after the arrival of the steamer with the provisions as possible.

I feel it my duty to call your attention to the exposed and unprotected condition of the South Edisto River. There is nothing to prevent steamers from entering it at any time and moving their cargoes up to within a few miles of the railroad. The earthworks on Big Bay Point are in good condition, one or two guns placed in them, with not more than two companies, would effectually seal up its only channel, which passes within easy range of the lightest caliber. I have called the attention of the commander of this post to the fact and he has, I believe, written to General Sherman on the subject.

I am quite sure there is water enough for a short and light-draft gunboat to ascend the South Edisto to Jehossee Island, the base of the rebel operations; if so, that island could be rendered untenable by the enemy, who would be obliged to fall back on the mainland, thus leaving all of the Edisto islands protected by the river from sudden attack.

If the general commanding decides to occupy Big Bay Point, I do not think there will be the least necessity for a vessel in this neighborhood, unless you should wish to carry on operations farther up the South Edisto in conjunction with the force in the North Edisto.

Very respectfully, etc.,

W. T. TRUXTUN,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commander Godon, U. S. Navy, commanding U. S. S. Mohican, regarding immediate departure from St. Simon's Sound to Wassaw, as directed.

U. S. S. MOHICAN,
St. Simon's Sound, March 31, 1862.

SIR: I have to acknowledge the receipt of your communication of the 29th instant, per *Bibb*. I proceed forthwith to Wassaw, as directed.

On arriving there I shall have not over 15 tons of coal on board, and of course, under the information you give me, it will be necessary to keep up considerable steam.

My provisions are also very low; a prompt supply of coal, at all events, will be absolutely necessary. I shall direct Lieutenant Com-

manding Balch to remove the railroad iron from the Jekyl Island fort, although I do not believe the rebels would attempt to occupy the place other than as sharpshooters and as a means of attack upon boats. The rails are valuable and I will have them cared for, to be removed when convenient. The battery I will direct to be blown up.

I have furnished some old muskets to Lieutenant Commanding Balch, to be given to the contrabands now on shore for their protection from night attacks.

I trust that a small vessel be sent at once to Dobby Island. This will place St. Simon's Island under control of our vessels. Other contrabands are arriving. I write in haste in order not to detain the *Bibb*, and hope to reach Wassaw by to-night.

The *Pocahontas* is greatly in want of coal and provisions, and should be supplied without delay.

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

S. W. GODON,

Commander and Senior Officer Present.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

P. S.—I enclose copy of my orders to Lieutenant Commanding Balch.

Instructions from Commander Godon, U. S. Navy, to Lieutenant Balch, U. S. Navy, in view of a temporary withdrawal of the former from St. Simon's Sound.

U. S. S. MOHICAN,

St. Simon's Sound, March 31, 1862.

SIR: Under orders from the commander in chief, I shall leave here at once. You will therefore remain in charge. I wish you would, with as large a force as you can, at once remove the railroad iron from the bombproof on the fort of Jekyl Island and place it in some convenient spot above high-water mark for shipment, after which blow up the casemates. It would be well to send your launch from time to time some distance up the inland passage of St. Simon's Island to reconnoiter, using every caution prudence would suggest, to obtain information as to movements about the island. I leave in your charge the little colony of contrabands, and shall urge upon the commander in chief the necessity of sending a vessel to Dobby, subject to your orders. I send eight flint-lock muskets, which you can distribute to the contrabands for self-protection from night attacks, which, however, I do not anticipate. I know you will give every encouragement to the contrabands to push forward their cultivation and so prove themselves self-supporting. I shall call attention of the commander in chief to your want of coal and provisions. We have now been closely engaged in the same work for nearly a month, and on separating from you for a time allow me to tender to you, as well as to your officers and men, my thanks for your ready and efficient aid in all our operations and the cheerful spirit you have always evinced in whatever work your ship was called upon to perform.

I am, very respectfully, your obedient servant,

S. W. GODON,

Commander and Senior Officer Present.

[Lieutenant G. B. BALCH, U. S. Navy,
Commanding U. S. S. Pocahontas.]

Report of Lieutenant Stevens, U. S. Navy, stating the cause of the detention of the steamer Darlington, and announcing success in securing the yacht America.

U. S. GUNBOAT OTTAWA,
Off Jacksonville, Fla., March 31, 1862.

MY DEAR CAPTAIN: I hope you will appreciate the motives which have induced me to keep the *Darlington* and Mr. [James O.] Mattair so long away from you. Mr. M. started in the *Darlington* last Saturday, expecting to reach Fernandina, in search of the flag-officer; but learning that the flagship had gone to Port Royal, the *Darlington*, with the boats of the *Wabash*, followed him there, leaving Mr. Mattair on board the *Belvidere*, off St. John's Bar. Without his assistance I could not have moved toward the interior; with it, I have gone some 120 miles inland, and have done, I hope, some good. We have succeeded, among other things, in getting the yacht *America*.

Yours, sincerely,

T. H. STEVENS.

Captain P. DRAYTON, U. S. Navy,
Commanding Naval Forces in the Waters of the *St. Mary's*.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, to furnish to the Department reports of vessels boarded and the stations of blockading squadron.

NAVY DEPARTMENT, March 31, 1862.

SIR: I enclose herewith a copy of a letter addressed to Flag-Officer McKean on the 6th September last, directing that weekly report of vessels boarded and spoken be sent to the Department. It does not appear on record that you were requested to send similar reports. Your attention is, however, called to it, and you will have them regularly forwarded. You will also be pleased to prepare and transmit to the Department every fortnight a statement of the respective stations of the several vessels composing your squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

NAVY DEPARTMENT, September 6, 1861.

SIR: Direct the commander of each vessel under your command to furnish you with a tabular statement weekly of each and every vessel seen and boarded, with date, name, name of captain, nationality, position, cargo, where from, where bound, and such other remarks as may be deemed necessary. All commanders will take care to examine the character of every vessel within their reach. You will send a copy of these reports to the Department as opportunity occurs, with explanations, if any vessel shall be seen and not thoroughly examined. * * *

Very respectfully,

G. V. FOX,
Acting Secretary.

Captain W. W. MCKEAN,
Appointed Flag-Officer, Gulf Blockading Squadron.

Letter of the Secretary of the Navy to Flag-Officers McKean, Farragut, and Du Pont, U. S. Navy, regarding alleged violations of the blockade of Charleston, S. C.

NAVY DEPARTMENT, *March 31, 1862.*

SIR: It is represented that vessels frequently run the blockade at Charleston, and that a constant, if not extensive, communication is kept up between that port and Nassau, [New Providence]. Small vessels loaded with cotton are represented as arriving almost daily at Havana.

The sensitiveness that exists in regard to the blockade, and everything that indicates commercial intercourse with the people blockaded, renders it necessary there should be unremitting vigilance to prevent such intercourse. While the Department desires to and must confide to the flag-officers the disposition and arrangement of the vessels composing their respective squadrons, and has every reason to congratulate you on the manner in which your duties have been discharged, it has deemed it not improper to call your attention to the alleged intercourse at Charleston. I have no doubt there is much exaggeration in the matter, but every precaution should be used.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Flag-Officer D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Ship Island.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the masters and crews of British vessels sent in for adjudication.

NAVY DEPARTMENT, *April 1, 1862.*

SIR: Complaint has been made by the English minister of the separation of masters and crews of vessels seized for violation of the blockade and sent in for adjudication, claiming that it is not regular, and may be, especially as regards the master, attended with serious detriment to the owners.

So far as it can be done with safety, the officers and crews will be kept together and will be sent into port with the prize.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Commander Drayton, U. S. Navy, to Acting Master Rookwell, U. S. Navy, commanding U. S. S. Hope, to proceed on special duty to St. John's Bar, Florida.

U. S. S. PAWNEE,
Fernandina, April 1, 1862.

SIR: You will proceed with all dispatch in the *Hope* to St. John's Bar, and from there send Master's Mate Redding, with one of your

boats, armed, to Jacksonville or any nearer place where one of our gun-boats can be found. When he has performed this duty, you will return to this place.

Very respectfully,

P. DRAYTON,

Commander, Senior Officer at Fernandina.

Acting Master JNO. E. ROCKWELL,

Commanding U. S. S. Hope, Fernandina.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Lanier, U. S. Navy, commanding U. S. S. Alabama, to proceed to St. Simon's Sound, Georgia, and relieve the U. S. S. Pocahontas.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 1, 1862.

SIR: You will please proceed to St. Simon's, Ga., with the *Alabama* under your command and relieve the *Pocahontas*, Lieutenant Commanding Balch, dispatching him here for coal and supplies.

You will obtain from Lieutenant Commanding Balch all the necessary information connected with the occupation of those waters while held by Commander Godon and himself, giving protection to a colony of contrabands already formed on St. Simon's Island.

Acting Master Godfrey will go on board of you to pilot you out of this harbor and into St. Simon's. Please see that he returns in the *Pocahontas*. He informs me that in order to be at the Brunswick Bar in proper time, you should leave here by 9 o'clock in the morning.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Commander E. LANIER,

U. S. S. Alabama, South Carolina.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the condition of light-houses on the Southern coast.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 1, 1862.

SIR: During a recent cruise in this ship on the coast, extending as far south as Mosquito Inlet, east Florida, I have endeavored to ascertain the condition of the light-houses as left by the rebels, believing such information would be of interest to the Light-House Board.

1st. The tower at Cape Romain is standing, but the lantern and iron railing at top were all broken and the apparatus itself ruthlessly destroyed, the blockading officer who landed under it having picked up the prisms.

2d. The structure at Bull's Bay seems to have been treated in the same way; everything recklessly broken, down to the oil cans, etc.

3d. At Charleston the tower was blown up last winter.

4th. At St. Helena the tower was likewise blown up. Immediately after our occupation here, portions of the lens were recovered and sent north.

5th. At Tybee the Board is aware that the tower is standing, but the interior was burned and the lantern much injured. It is presumed the lens was taken to Savannah.

6th. At Little Cumberland the tower and lantern are uninjured. The lens, with that of St. Simon's, was carefully packed and sent to Brunswick, but the commanding officer there, Commander Godon, has not been able to find them in the store indicated by the light-house keeper at Little Cumberland.

8th. The tower and lantern at Fernandina remain in good order, but the lens has not been recovered; it is said to have been taken to Tallahassee.

9th. At the mouth of the St. John's both the new and the old towers are standing, the new one in good order. The officer holding the St. John's River, Lieutenant Commanding Stevens, has orders to search for the apparatus and collect all the aids to navigation. Many of the buoys have been found, including the bell buoy.

10th. At St. Augustine the tower is in perfect order. The rebel collector, who remained, at first denied knowing where the apparatus was, but on my having him arrested, and with orders to have him kept on board the gunboat in the harbor until it was produced, he dispatched carts to the country and it has been brought in, together with the apparatus belonging to the Cape Canaveral light-house. They seemed to have been carefully packed and are now in charge of Lieutenant Commanding J. W. A. Nicholson, on board the *Isaac Smith*.

I am not aware of the intentions of the Board as to relighting this coast, nor am I prepared to make any suggestions in reference to it. Where we have an inside blockade, as at Bull's Bay, Edisto, St. Helena, Tybee, Brunswick, Fernandina, St. John's River, and St. Augustine, it could be done with security, excepting, perhaps, Bull's Bay. There is, however, no commerce yet, and the men-of-war and transports have pilots. A regular buoy tender, to avoid the chartering of a vessel, might be of service. On the whole, we are getting on well, and this work might be commenced more advantageously later.

May I ask how are the people in the Port Royal light vessel to be paid? The captain came yesterday to see me about it. As yet they have had nothing. As you are aware, directing expenditures outside of the regular expenditures, even in time of war, is difficult to accomplish, but these men are suffering.

With my best respects to the individual members of the Board, and cordial regards to yourself,-

I am, very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer.

[Superintendent LIGHT-HOUSE BOARD.]

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Downes, U. S. Navy, commanding U. S. S. Huron, to proceed to duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 2, 1862.

SIR: You will please proceed, with the *Huron* under your command, off Charleston and report for duty to Captain J. L. Lardner, of the U. S. S. *Susquehanna*.

Respectfully,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. DOWNES,
U. S. Gunboat Huron, Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of operations of the U. S. S. Onward in Bull's Bay, South Carolina, April 2-12, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 2, 1862.

SIR: I forward herewith a copy of a report of Acting Volunteer Lieutenant J. F. Nickels, detailing proceedings at Bull's Bay. He crossed the bar with the *Onward* on the 7th ultimo and anchored within 800 yards of the light-house on Bull's Island and opened fire on a small work situated about 50 yards to the southward of the light-house. Shortly after he landed in his boats, covered by the guns of the *Onward*. The rebels fired upon the party; but, not awaiting an attack, escaped from the island to the mainland.

The *Onward* has now complete command of the channel, so that no vessel can either enter or go out.

One schooner attempted to pass in, not aware of a blockading ship being inside the bar, but, on discovering its mistake in time, tacked and ran down the coast, when she was discovered by the *Huron* and run on shore.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. SHIP ONWARD,
Bull's Bay, April 9, 1862.

SIR: I have the honor to report that we arrived here on the 2d of this month, and on the evening of the 4th I went in my boat to examine the channel to Bull's Bay and also the island; but discovering nothing of importance that night, I returned to the ship, and on the following afternoon I again started in the gig, accompanied by the first cutter.

On nearing the fortification, situated about 50 yards to the southward of the light-house, I noticed indications of the island being occupied, and pulled to within 100 yards of the beach, and succeeded in drawing the fire of the enemy to the extent of about fifteen shots without injuring anyone. Being uncertain of the number on the island, and darkness coming on, we retired to the ship.

On Sunday afternoon made a sail in the offing, chased and boarded the schooner *Henry Nutt*, from New York, bound to North Edisto; returned and anchored near the bar.

Monday morning, the 7th, I went in and sounded and buoyed the channel to Bull's Bay, and at 1.30 p. m. got underway and proceeded in over the bar (touching slightly in doing so) and came to anchor in 4 fathoms within 800 yards of the light house; opened fire on the fort and woods near the beach to see if the enemy (if any) could be driven out. After firing a couple of broadsides, I then started with the gig and first cutter to make a landing, and on nearing the beach we were again fired upon from the fort. I then sent back the first cutter with instructions to Mr. Dill, the second officer in charge of the ship, to throw a few more shell and cover our landing, which he did (he seeing the enemy from the ship prepared to dispute our landing, and we not able to see them, owing to the high bank) by throwing shell among them just as we were landing, which landing we accomplished as soon as

possible, but too late to prevent them from escaping to the mainland from the opposite side of the island in boats, setting fire to a house in their hasty flight, which we discovered (next day, 8th) to belong to W. H. Whilden, the former keeper of the light house. On 9th, sent parties on the island, and after a thorough search found it to be entirely abandoned. We are now lying inside the bar at anchor in 4 fathoms of water within about 800 yards of the light-house, having complete command of the channel, so that no vessel can enter or go out.

Although I am aware that we are liable to be attacked by steamers from Charleston by the inland passage, yet we are fully prepared, and by keeping a sharp lookout we feel able to resist any attack they may make on us. Although, of course, you are aware that we can not manœver a sailing [vessel] as we could a steamer, being only able to bring our guns to bear by means of springs. A steamer could anchor inside here and go out at any time over the bar, as there is from 14 to 16 feet of water at low tide. I would further add that I have on several occasions seen lights flashed from the mainland, which I consider signals. Having endeavored to do my duty to the best of my abilities, I trust my actions in the matter will meet your approbation.

Very respectfully, your obedient servant,

J. F. NICKELS,

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

Commander GOLDSBOROUGH,

Or Senior Officer off Charleston.

P. S.—I have to report that this morning at daylight, April 12, we made a schooner bearing about N. by E. from us, about 2½ miles, running under all sail for Bull's Bay.

At once sprung the ship's broadside to him. He did not appear to see us until we had done so. We then threw a shot at him, which nearly reached him, when he tacked ship offshore. We threw two more shots at him without any effect. He ran down the coast, we not being able to pursue, as the wind would not admit of our getting out. I would further add that at 7:30 a. m. saw one of your steamers in pursuit, and at 8:10 a. m. saw her fire a gun and bring the schooner to. If we had lain outside, the schooner would have got inside.

Yours, respectfully,

J. F. NICKELS,

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

[Endorsement.]

This schooner was chased on shore by the *Huron*.

J. L. LARDNER.

Report of Lieutenant Ammen, U. S. Navy, commanding U. S. S. Seneca, regarding expedition to Orange Mills, Fla., for the investigation of the De Costa affair.

U. S. GUNBOAT SENECA,
Off Jacksonville, Fla., April 2, 1862.

SIR: I have the honor to report that, in obedience to your order of the 30th ultimo, I got underway at 8 a. m. on the following day, and at about 3 p. m. anchored off the Orange Mills.

Mr. Sproston, the first lieutenant of this vessel, went on shore with armed boats and was met by a Mr. Crews, who handed him a letter marked "A."

After due consideration, and aware that the object of a visit was not the destruction of property, but a practical exhibition of our power, as well as a disposition to use it with strict justice, at least, if not with actual generosity, I did not injure the property of Dr. Mays or other persons, but delivered into the hands of Mr. Crews, who promised to forward it to Dr. Mays without delay, a note, a copy of which is appended and marked "B."

Upon the reply of Dr. Mays, or upon default, further action may be taken if desirable.

On the morning of April 1 three slaves belonging to Mr. Byar came on board. On examination I was told that their master was too old to serve and that two of his sons were in the rebel Army. About noon Mr. Byar arrived, and having satisfied myself that his sons in the rebel service were not minors, I remanded the men to him.

On the morning of April 2 eight men came on board, and having satisfied myself that their masters were rebels in arms, I gave them a passage and they now await your orders.

I avail myself of this occasion to state that during your absence from Jacksonville I learned of two pieces of field artillery that had been sunk about 12 miles below, and that I visited the spot, obtaining the trails and axles, and returned to Jacksonville to await a more favorable opportunity for the recovery of the other parts; subsequently, upon your return, by your direction, I visited the spot again and received [recovered] the wheels and one brass 6-pounder, marked on base of

10

breech 786 and on trunnions 1837 and C. A. & Company.

G. T.

Also one old iron 6-pound fieldpiece, of English pattern, with the wheels belonging to it. This piece appears to be of little value. With the parts before recovered we have carriages and guns complete.

The *Seneca* left the vicinity of Orange Mills at 8:30 a. m. to-day.

Very respectfully, your obedient servant,

DANL. AMMEN,

Lieutenant, Commanding Seneca.

Lieutenant Commanding THOS. H. STEVENS,

Commanding Naval Forces off Jacksonville.

[Enclosure A.]

MARCH 30, 1862.

DEAR SIR: I did not receive Captain Stevens' note in reference to De Costa until late last evening, and send you all the information I have upon the subject.

De Costa was a member of a company in the service of the Confederate States for the term of three years, as a substitute for another, and had no authority to be at the mill. He was arrested by a military man without any collusion of anyone interested in the Orange Mills property, and brought off to join his company, without violence or constraint of any kind, so far as I know. His company had marched before he reached here, and he remained here several days, sleeping in the same room, eating at the same table with the person who had him in charge, without any constraint being placed upon him so far as I know. I saw (and when he left transportation was furnished) him to the railroad, and money given him to pay his expenses to his friends. Where he is now I do not know, as he consulted his own pleasure after reaching the railroad.

I make this statement that innocent parties may not suffer. [As] for my own property, it is in Captain Stevens' hands, and he must do his pleasure.

I hope they will leave the graves of my children untouched, and Captain Stevens must do what, as a naval officer and gentleman, he feels to be his duty.

Should my property not be destroyed, I beg that you will give it what protection you can. Use the garden at your pleasure.

My age and blindness unfit me for the turmoil of a frontier warfare, and I go to the interior.

Very truly,

R. G. MAYS.

[Enclosure B.]

U. S. GUNBOAT SENECA,
Orange Mills, St. John's River, Florida, April 1, 1862.

SIR: I have been handed a note, addressed to Mr. Crews, from you, under date of March 30.

The explanation so far as stated in relation to De Costa appears satisfactory, yet, as it is not stated that he had received no punishment for having met officers of the *Ottawa*, I desire to be more particularly informed on that point.

You will therefore be good enough to state upon honor, and address your note to Captain Thomas H. Stevens, U. S. gunboat *Ottawa*, whether you know, suspect, or believe that De Costa received punishment for holding such intercourse, and whether you favor the punishment of persons who hold such intercourse in an open manner, without reference to any supposed information given.

The officers of the Government of the United States in these waters, as elsewhere, are averse to destroying or interfering with the rights of property or persons, and are not disposed to enquire much into the past; they will, however, not fail to repress anarchy and violence, and in the end establish the authority of the United States unless it may be in the Everglades and similar places, where it will not much concern us whether the lords of the soil and waters are bears, alligators, or the persons who flee there. Certainly we will be indifferent whether courts of justice or post routes are established; if the inhabitants are satisfied we will be.

We would recommend for the consideration of all, as better than the use of arms at this juncture, a simple exercise of common sense and to act in accordance with it.

Very respectfully,

DANL. AMMEN,
Lieutenant, Commanding Seneca.

Dr. MAYS,
Orange Mills, St. John's River, Florida.

Report of Lieutenant Stevens, U. S. Navy, regarding proposed operations in St. John's River, Florida, and transmitting report of the destruction of earthworks on St. John's Bluff.

U. S. GUNBOAT OTTAWA,
Off Jacksonville, Fla., April 3, 1862.

SIR: Lieutenant Commanding Ammen, in the *Seneca*, leaves to-day, according to your orders, to report to you. The armed boats of the

Wabash left with me I presume have ere this reached Port Royal. Captain Ammen's services, always so distinguished, have been invaluable to me in the expedition you have honored me in placing under my command, and I part from him with great regret. He arrived here yesterday from Orange Mills, where he had been to investigate the circumstances attending the abduction of De Costa, the correspondence* in relation to which I herewith enclose. I shall visit the place to receive Doctor Mays' answer to Lieutenant Commanding Ammen's note and take such action as may be needed in the way [of] retributive justice.

Your communication of March 22 reached me yesterday. I thank you, sir, for the complimentary manner [in which] you have been pleased to speak of my services. Always anxious to do my duty, I find new incentive to exertion in the cordial recognition from you of this desire on my part, and I trust that in the future I may be so fortunate as to give you satisfaction. With proper means I have no doubt I shall succeed in securing a great amount of public property, but without a light-draft steamer and a couple of boats armed with howitzers I shall be obliged to confine my operations to a very small portion of the St. John's River and its tributaries.

In regard to the naval force required here, I am of the opinion that two gunboats, with the *Ellen*, will be sufficient to insure the objects you have in view. This will enable me to keep two vessels at this point and leave one to keep moving up and down the St. John's from Mayport to Palatka, to insure protection from lawless marauders to the inhabitants living on its borders.

The *Ellen* is undergoing necessary repairs, which can be done here at reasonable prices and by experienced workmen. The rebels in destroying by fire the frame of a gunboat being built for their service under the direction of Farrand, late a commander in the U. S. Navy, left untouched the berth deck planking of the vessel, which is now being used for repairing the *Ellen's* hurricane deck.

The repairs to her upper works, boiler, and machinery can be effected here; her bottom, you are aware, is not coppered. Should you, upon this representation, deem it necessary for her to go to Port Royal to have her bottom repaired, will you please send a substitute in a vessel of a similar class.

I understand that General Wright is about erecting a battery with the guns taken from St. John's Bluff by Acting Master Budd, in the *Ellen*, near the outskirts of the city, as additional protection to the place. I enclose herewith Captain Budd's report concerning the guns, and also a list of articles taken on board at Palatka by my orders.

You will have been informed from my previous communication, as well as from other sources, I presume, that upon the river St. John's, from its mouth upward, a distance of some 250 miles upon each side, including the towns of Jacksonville and Palatka, the inhabitants are for the most part quite peaceable and apparently well disposed toward their old flag; to this may be superadded the city of St. Augustine, and the tract of country which lies between it and the river St. John's.

The population of all this region which I have mentioned is, to be sure, but a very small portion of that of the whole State, yet I venture to suggest for your consideration whether it would not be well to furnish them at an early day the benefits of a civil administration of the Federal laws. This, it is unnecessary to say, can be done only by the appointment of Federal officers, viz, a judge, district attorney,

* See pp. 696, 697.

and marshal, as also custom-house officer and postmaster. Questions are now continually arising, and which will naturally multiply as we extend our occupation of the country, touching seizures, and the rights of property generally as between the United States Government and individuals. They have already been found to be in many cases embarrassing, and in justice to the parties should be dealt with judicially. I suppose that the laws of the General Government must be regarded as in force in the State of Florida as though no rupture had occurred, and that the appointment of civil officers is only necessary to secure their execution, so far as this portion of the State is concerned.

With your permission, I purpose to buoy the channel of the St. John's Bar, having found suitable buoys at this place, and only require new moorings to accomplish the work.

In regard to the condition of public feeling, I am glad to assure you that the policy inaugurated by you is bringing forth good fruits, and the leading citizens agree with me in the belief that in a brief while the State will be disenthralled.

Very respectfully, your obedient servant,

T. H. STEVENS,

Lieutenant, Commanding, U. S. Navy, Senior Officer Present.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. ELLEN,

Jacksonville, Fla., March 13, 1862.

SIR: In obedience to your order, I proceeded yesterday in this vessel to St. John's Bluff, having on board, in addition to our own crew, Company G (Captain O'Flynn), Fourth New Hampshire Volunteers.

We found two earthworks, one intended for four and the other for three guns, both in an unfinished state; also seven houses for the accommodation of troops, a large quantity of lumber, some unfinished platforms, and tools, and the following guns and munitions of war.

Two VIII-inch columbiads, weight of each, 8[4]75; marks, B. F. J. R. A., 1861, with barbette carriages; all new and in good order.

One 4.2-inch rifle gun, not mounted; in good order.

One 3-inch steel gun, rifled (spiked), with field carriage and caisson; marks, Noble Bros., Rome, Ga.

One 4.2-inch smoothbore steel gun (spiked), with field carriage and caisson; marks, Noble Bros., Rome, Ga.

One old English 24-pound iron gun, on field carriage (spiked).

20 VIII-inch shot in boxes.

62 VIII-inch shell, loaded and fuzed.

83 4.2-inch shell, some loaded, no fuzes.

5 sponges, different sizes.

5 rammers, different sizes.

2 worms.

1 scoop.

With exception of the 24-pounder, which I destroyed by bursting, all the above guns, etc., were taken on board the *Ellen* and removed to this place, landed and delivered to Major J. D. Drew, Fourth New Hampshire Volunteers (for safe-keeping), whose receipt for the same I enclose.

Before leaving the bluffs I set fire to the houses, platform, etc.; everything-not carried off was destroyed.

Captain O'Flynn and his command rendered the most valuable assistance. Without their aid much more time would have been consumed in removing the above-mentioned guns, etc.

Very respectfully, your obedient servant,

WM. BUDD,
Commanding U. S. S. Ellen.

Lieutenant Commanding T. H. STEVENS, U. S. Navy,
Commanding U. S. Forces, St. John's River, Florida.

Report of Commander Godon, U. S. Navy, regarding operations in the waters adjacent to the Savannah River, transmitting request from Brigadier-General Gillmore, U. S. Army, for the cooperation of a gunboat.

U. S. S. NORWICH,
Gibson's Point, Wilmington Narrows, [April 3, 1862].

SIR: I was unable in consequence of a heavy sea on the bar on the 1st to get into Wassaw that evening. A heavy fog prevented my doing so the following morning, but last night at 7:30 I anchored in the *Mohican* in Wassaw Sound, and found the *Norwich* and *Wyandotte*. Lieutenant Commanding Duncan came on board at once and handed me a letter from General Gillmore, a copy of which I enclose. Lieutenant Commanding Duncan had only been prevented by the heavy fog from taking his vessel at once up the river as desired, and when I arrived it was too late to do so. This morning, however, I came on board this vessel and at 10 o'clock got over the bulkhead at Wilmington Narrows and came up to the hulk. Here Captain Hinckel came on board from the picket hulk and reported that 17 of the men supposed to [be] captured had returned, but thought others might be in the marsh above, so we steamed up to Shads [Shad River], passing within 2 miles of Fort Pulaski, which threw a shot at us, good line, but falling 400 yards short. Having gone far enough to decide that no one could be about the marsh near to where the capture had been made, returned to the hulk again, receiving a shot from Pulaski, but falling 200 yards or more short of us. Under the application of General Gillmore I shall leave the *Norwich* at this point for the present. This vessel, the *Norwich*, is not suited for the duty. A small vessel with a good range gun would be proper for the purpose of guarding against a boat attack upon the hulk; since, by the rebels obtaining information through the captured soldiers, they might make some attempt upon that vessel. I do not feel at all posted yet as to the localities or points about here, as I have had but a few hours to look around me. I returned to the *Mohican* in an hour or so in my boat. I trust you will not forget my coal; I am down to 12 tons, am entirely out of soap and many other articles necessary to the comfort of the crew, and provisions very short. I write this to go through the army mail. You know we are without our mails and I trust they will not be omitted.

Very respectfully, your obedient servant,

S. W. GODON,
Commander.

Flag-Officer S. F. DU PONT,
South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

HEADQUARTERS U. S. FORCES,
Tybee Island, April 1, 1862.

SIR: From dispatches received from the hulk *Montezuma*, anchored in Lazaretto Creek, I learn that the enemy are very active in the neighborhood of Wilmington Island. Yesterday a boat guard sent out from the hulk could not be found when the relief [was] sent for it. A captured contraband informs me that they were taken by the enemy on Monday. They also captured 2 men from the hulk who were imprudently allowed to go ashore on Wilmington Island.

I have always considered the hulk in an exposed position, and the guard boats sent from her in advance much more so. It was made my duty, however, to guard this passage, and I was forced to do it with the best and only means I had. I should very much fear a boat attack; a gunboat ought to be there. Can you favor me by sending one there until the result of an application, which I make this day to the commanding general at Hilton Head, is known? I hope one will be ordered to remain permanently in Lazaretto Creek or Wilmington Narrows. In case you can not get a gunboat up there this evening, or in case you decline to put one there without an order from your superior officer, I have to request the services of a boat howitzer nightly until some more satisfactory arrangement can be made.

Very respectfully, your obedient servant,

Q. A. GILMORE,
Brigadier-General, Commanding.

The SENIOR OFFICER OF THE NAVY,
In Wassaw Sound, Georgia.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Sherman, U. S. Army, in view of the transfer of the latter to another department.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 3, 1862.

GENERAL: I understand you are transferred to another military department and are about to leave Port Royal.

It would be doing injustice to my feelings and to our late intimate official relations were I to permit you to depart without expressing my high appreciation of the vigorous and harmonious cooperation with which you have ever been ready to assist in or lighten the heavy responsibilities of my command.

I shall remember our past association, professionally and personally, with pride and satisfaction, and shall ever bear testimony to the unflagging zeal with which you have availed yourself of every means in your power to secure an effective tenure of this coast while preparing a base of operations which, with the reinforcements you had a right to look for, would have led to more brilliant but in no manner more important results than those you have accomplished.

Wishing you every success in your new sphere of action, I am, general, with great respect, your most obedient servant,

S. F. DU PONT,
Flag-Officer.

Brigadier-General T. W. SHERMAN.

Letter of acknowledgment from Brigadier-General Sherman, U. S. Army, to Flag-Officer Du Pont, U. S. Navy.

ATLANTIC,
Port Royal, S. C., April 3, 1862.

COMMODORE: I have received your very flattering testimonial of yesterday's date, for which be pleased to accept my heartfelt thanks.

I agree with you that our intercourse and cooperation have been of the most perfect harmony, and of this I am proud, and all I regret is that I have never had the material and the means to afford that assistance in our combined operations that would have been productive of the most good to the service and most agreeable to myself.

Rest assured, commodore, that I shall ever cherish the remembrance of our past official and social relations with pride and satisfaction.

With high regard, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Late Commanding Expeditionary Corps.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Frigate Wabash.

Letter from Brigadier-General Benham, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, transmitting official letter regarding cooperative action in cutting off communication with Fort Pulaski.

Private.] HILTON HEAD, April 3, 1862.

MY DEAR COMMODORE: Not knowing what you would desire or think necessary in these cases, I have, on consultation with General Hunter, addressed you directly on the matters referred to in the enclosed official communication.

As relieving General Sherman in the command of all his troops, and of this district, comprising South Carolina, Georgia, and upper Florida, and frequently being required to act promptly, and, perhaps, during the absence of the general commanding the department in other districts, as at Key West or Pensacola, it appears to [me] as most expedient that I should be in direct communication with yourself.

Should any other course appear to you more advisable, however, it will be cheerfully complied with on learning your wishes to that effect.

Very faithfully, yours,

H. W. BENHAM.

Commodore S. F. DU PONT, U. S. Navy.

[Enclosure.]

HEADQUARTERS NORTHERN DISTRICT,
DEPARTMENT OF THE SOUTH,
Hilton Head, April 3, 1862.

SIR: By reports received this morning from Tybee Island, we learn that some 17 of our men and a fieldpiece in a plantation canoe have just been captured by the enemy at or near Wilmington Island, as we fear, through some mismanagement of the lieutenant in command. Acting Brigadier-General Gillmore at once applied to the senior officer of the gunboat near to aid him in protecting the [St.] Augustine Creek Channel, which he has kindly consented to do by sending a boat there for the present, awaiting, however, your further orders or sanction in the

matter. As it will now be of the utmost importance to cut off the communication of Fort Pulaski with the city, it being rumored, as I learn, that \$12,000 have been offered there for bringing off the garrison, and as I, immediately after my visit to Tybee, directed every precaution to be taken on our part, I will trust that you may be able to aid us in this matter, and would respectfully request that you would sanction the movement of your commanding officer there and aid us in this effort by such further means as are in your power from this place, for with the information which we fear the enemy may obtain from our men (if prisoners, as we expect), we may find it expedient to open our batteries somewhat prematurely, or before we had intended.

I would mention that the *Boston* is now coaling, and as soon as she returns I propose to send her to Edisto with a battery of artillery, and if you have been able to obtain a proper pilot, which my own enquiries here have not enabled me to procure as yet, I should be happy to meet your wishes in having him accompany her to tow the *Dale* out from Otter Island. Will you please let me know immediately if you have a pilot and desire the service of the *Boston*.

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

H. W. BENHAM,
*Brigadier-General, Commanding
 Northern District and 1st Division of South.*

Flag-Officer S. F. DU PONT,
Commanding U. S. South Atlantic Squadron.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Benham, U. S. Army, expressing a desire for cooperation.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 3, 1862.

GENERAL: I will communicate immediately, if I can, with the officer at Tybee, and have your wishes and those of Brigadier-General Gillmore carried out, so far as the limited means at his disposal will admit.

A skillful pilot has been put on board the *Boston*.

In reference to the subject-matter of your private note, for which please accept my thanks, I need hardly add that any system of procedure in our mutual helps and cooperation best calculated to give efficiency and dispatch to the public service and current business will be entirely agreeable to me. After seeing General Hunter on the subject we may have some definite understanding.

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

S. F. DU PONT,
Flag-Officer.

Brigadier-General H. W. BENHAM,
Commanding Northern District, Department of the South.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Benham, U. S. Army, regarding the closing of Wilmington River by obstructions.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 3, 1862.

GENERAL: If you are forwarding anything to Wassaw, may I ask you to include the accompanying dispatch and roll to the senior naval officer, for I have no steamer to send by sea.

The dispatch contains my instructions based on your letter, a copy of which I am also sending to Commander Godon.

General, I wish I had the means of closing Wilmington River by obstructions. It is now the only access to Wassaw and the sea from Savannah; this would head off rams and steamers and would require but one gunboat to watch the obstruction.

Respectfully,

S. F. DU PONT,
Flag-Officer.

Brigadier-General H. W. BENHAM.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, for a reconnoissance in Wilmington River, with a view to closing it.

FLAGSHIP WABASH,
Port Royal Harbor, S. O., April 3, 1862.

SIR: You will find an extract from a communication received by me from Brigadier-General Benham, who commands this division of Major-General Hunter's department. It will assist you in getting at the condition of things in and around Wassaw.

The general seems desirous to have some reconnoissance made up Wilmington River, and I think it would be well to ascertain how matters stand there. It should be done with caution. I do not wish you to engage any batteries, but to see if any exist.

I have myself a greater desire to obstruct thoroughly Wilmington River. As you are aware, it is the only access left from Savannah by St. Augustine Creek to Wassaw and to the sea, except by the narrow stream of Freeborn's Out, where the troops have a hulk.

I will thank you to see where piling or sinking of wrecks could best be done, how many it would require, with the depth of water, and amount of labor, etc., involved. It should be strong enough to head off steamers and rams, too, if there be any; the apprehension on the latter subject seems to have passed off with the spring tides; a boat scouting party, however, say they were close alongside of it and heard the conversation of the men at work riveting the boilers. She is a screw.

With the Wilmington River closed, I could withdraw all but one vessel from Wassaw to watch the obstructions.

The fall of Pulaski alone does not give us any more control of Wilmington River. Captain [John] Hamilton, chief of artillery, informs me he thought it would be reduced in three days from the time fire was opened; they have been waiting for the carriages of the X-inch columbiads, which were not sent out. The mortars are in position, twelve of XIII-inch and some of X-inch.

Please send by first opportunity your requisitions for provisions, etc.

Very respectfully,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
Commanding U. S. S. Mohican.

Letter from Lieutenant Stevens, U. S. Navy, to Commander Drayton, U. S. Navy, regarding general affairs in Florida waters.

U. S. GUNBOAT OTTAWA,
Off Jacksonville, Fla., April 3, 1862.

MY DEAR CAPTAIN: Mr. Redding came up to this place yesterday in a small boat from the bar, notifying me of the arrival of the *Hope* and bringing your letter, with the several communications from the flag-officer. To-day, in obedience to orders from the flag-officer, I dispatch the *Seneca* to him, with instructions to communicate off the bar with you, to receive any mail communications you may wish to send to Port Royal, [S. C.]

I am very sorry about the *Darlington*, as I have before written you. Lieutenant [John] Irwin, of the *Wabash*, left here last Friday in her for the purpose of taking to the flagship the launches of the *Wabash*, which I understood were greatly needed for some important service. I directed Irwin to go to St. Augustine and from there to Fernandina, but had no idea of his taking the *Darlington* to Port Royal. I hope she is safely back again under your orders. If you can spare her I have a great deal of work to do, which can not be done without her assistance.

I think if I could have her services for a week I could send her back at the end of that time. The work that is to be done in securing the floating property of the rebels up the St. John's requires a light-draft steamer, and can not be done without.

I have been trying to get Mr. Mattair to you for some time past, but thus far he has only succeeded in getting as far as the bar of St. John's. I send Mr. Clark, who is a good pilot for Fernandina, in the *Hope* to report to you, because if you can possibly spare the services of Mr. Mattair I have great use for them in the difficult navigation of the upper waters of the St. John's. If you can not spare Mr. Mattair, will you please send Mr. Clark to Jacksonville when convenient.

A Colonel Bryant and a Mr. Fairbanks, both gentlemen of character and influence in this section of the country, go to Fernandina in the *Hope*, to look after some slave property which has deposited itself there, they understand. I have told them I would mention the object of their visit to you, and request you to give them whatever facilities your official position may afford toward securing the object of their mission.

Colonel Titus has been informed that two of his slaves have been left by the *Wabash* at Fernandina. Can they be sent in one of our vessels to him? I told him I would bring the subject to your notice.

Everything is quiet here, though the people are greatly alarmed about the reported gathering of a large force in the neighborhood. I think with the means we have here, never mind what the numerical force of the rebels, we are perfectly secure; but it would hardly do to leave the place with[out] the naval protection it now enjoys, at least not for a time. Everything about us looks promising and we all hope before long that Florida will be once more under the protection of the flag we all delight to honor.

I think I wrote you we had succeeded in raising the yacht *America*. She is now anchored off the town. I hope the flag-officer will conclude to give the good people of New York once again a sight of this beautiful vessel.

I send you a copy of Sherman's proclamation, and a notice of mine to the persons interested in property at Orange Mills.

Thanking you for considerate kindness in regard to the flag and newspapers, I remain,
Very truly, yours,

T. H. STEVENS.

Commander P. DRAYTON,
Commanding Naval Forces in the waters of the St. Mary's.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Lieutenant Watmough, U. S. Navy, commanding U. S. S. Potomska, to proceed to blockade duty in St. Simon's Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 3, 1862.

SIR: You will please proceed in the morning with the *Potomska* under your command to St. Simon's Sound and report to Commander Lanier, of the *Alabama*, for the purpose of blockading that sound and the adjacent waters, extending your reconnoissances where Commander Lanier and yourself may deem advisable.

I have to recommend proper caution and sound discretion in the scouring of those waters.

I desire also that the contrabands on St. Simon's Island be cared for and protected.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Acting Lieutenant Commanding P. G. WATMOUGH,
U. S. S. Potomska, Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the movements of U. S. storeships Release and Relief.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 3, 1862.

SIR: I have the honor to inform the Department that I have dispatched the U. S. storeship *Release*, Acting Volunteer Lieutenant Upton, to New York.

The U. S. storeship *Relief*, Acting Volunteer Lieutenant Manton, arrived here a few days before my return to this port.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

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

Report of Flag-Officer Du Pont, U. S. Navy, requesting additional vessels for his command.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 3, 1862.

SIR: I have been deterred from pressing the Department on a particular point, knowing how tremendous the calls are upon it from every

quarter, and what gigantic and successful efforts it makes to meet them. I can, however, no longer refrain from stating that my force is not adequate to the work I have in hand. The occupation of the coasts of Georgia and Florida having absorbed so many of my vessels, and particularly where a military force has not been placed, cripples me much.

In addition to this, some of my most valuable vessels are breaking down in their machinery and hulls; others, not coppered, will soon be destroyed by the worms, if I can not at least beach them and put on some description of coating.

The tugs *Mercury* and *Pettit*, most important to the efficient dispatch of the vessels of this squadron when they come in for supplies, are both with the army at Wall's Out, where three gunboats besides are in Mud and Wright's rivers, aiding in the army defenses.

I would thank the Department to let me have four more vessels of light draft of the regular class, two of the double rudder, and two of the gunboats, and in addition two tugs, like the *Pettit* and *Mercury*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

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

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding measures employed by the Department for supplying coal.

NAVY DEPARTMENT, *April 3, 1862.*

SIR: The Department has received your dispatch of the 27th ultimo relative to the abandonment by the rebels of their batteries on Skid-daway and Green islands, and also your dispatch of the same date in relation to the want of coal for the squadron.

The *Bienville* has been ordered from Washington to Philadelphia, where she will be filled up with all dispatch with coal and sent to you. Flag-Officer Goldsborough has been directed to send to Port Royal any coal vessels that he may have at Hampton Roads and can spare.

Directions have been given to the Navy agent at New York to charter a steamer for 3,100 tons, and it will be followed up at the rate of 1,100 tons per week. Several sailing vessels have also been towed to sea, and are underway with coal for Port Royal.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Captain Lardner, U. S. Navy, commanding U. S. S. Susquehanna, regarding the seizure, off Charleston, S. C., of the British sloop Coquette.

U. S. S. SUSQUEHANNA,
Off Charleston, S. C., April 3, 1862.

SIR: The English sloop *Coquette*, of Nassau, New Providence, was seized by this vessel, under my command, at daylight this morning, about 2 miles from Charleston Bar, for violating the rules governing

the blockade, and sent to Philadelphia for adjudication. She has a cargo suitable for and in great demand in a Southern port.

A schooner with similar papers and cargo, and from the same port, was examined by the ship *Onward* on the night of the 1st instant, and allowed to proceed. Shortly afterwards, having been alarmed by another vessel of the blockading squadron, she was run on shore on Sullivan's Island, beyond our reach, where she remains, a wreck.

Very respectfully, your obedient servant,

J. L. LARDNER,
Captain.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Capture of the schooner British Empire at Matanzas, Fla., April 3, 1862.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting request for the sale to the inhabitants of St. Augustine of the cargo of the prize.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 3, 1862.

SIR: I have the honor to inform the Department that on the 3d ultimo Lieutenant Commanding J. W. A. Nicholson, of the *Isaac Smith*, then stationed at St. Augustine, having heard that a schooner had come in over Matanzas Bar, some 18 miles to the southward, dispatched three armed boats, together with a detachment of 25 men from Colonel Bell's command, to capture her, which was done and the schooner brought up to St. Augustine.

The vessel was called the *Empire City* [*British Empire*]. She had an English register and cleared from Nassau, New Providence, for St. John, New Brunswick. The crew consisted of 6 men, 2 of whom only had shipped at Nassau. The schooner is owned by a Captain Willie, of Jacksonville, Fla.; her former name *Rebecca*. She sailed from the St. John's River on the 2d of March last with a cargo of turpentine and resin and succeeded in running the blockade. On her return from Nassau she ran into Matanzas Inlet, as above stated, and was taken.

Her cargo consisted of provisions, dry goods, medicines, etc., and the vessel is represented as old and worthless and utterly unfit to be sent north.

After her capture Lieutenant Colonel Bell sent an official communication to Lieutenant Commanding Nicholson, and also a letter from the leading citizens of St. Augustine (copies of which are enclosed), asking that the cargo might be sold there at once, as the citizens were without the necessaries of life and with no means of getting them.

In consideration of these facts, Lieutenant Commanding Nicholson sold the cargo, or a portion of it, at auction, considering that the "overruling necessity" mentioned in Upton, p. 246, authorized his doing so. I have approved his course, directing him, however, to keep an accurate account of the sales.

The captain of the schooner has since escaped; the rest of the crew will be sent north by the first opportunity. The information above given relating to the history of the schooner was given under oath at St. Augustine by the mate and two of the crew.

I would respectfully ask the approval of the Department of the course taken in this case, and also that instructions be given as to the

proper means to be taken to secure the benefit of the capture, if any, to the officers and crew of the *Isaac Smith*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

FORT MARION,

St. Augustine, Fla., April 1, 1862.

SIR: I am informed that the schooner *British Empire*, lately made a prize to the *Isaac Smith*, has a large amount of provisions on board. Very many of the inhabitants of St. Augustine are suffering for the want of the very article of food this prize has on board, and would be glad to buy it if they had an opportunity. The destitution of the majority of the city (this city, whose citizens raised the flag of the United States) is so great that I have been compelled to feed several families from the rations furnished by Government for the Army, to keep women and children from perishing from starvation. I have the honor to request that such part of the cargo of the *British Empire* as may tend to relieve the pressing wants of the inhabitants of St. Augustine may be sold here. I ask this (though I know the course is unusual) from the extreme and overruling necessity of the case.

I am, sir, very respectfully,

LOUIS BELL,

*Lieutenant-Colonel, Fourth New Hampshire Regiment,
Commanding Post of Fort Marion and St. Augustine Barracks.*

Lieutenant-Commanding NICHOLSON,

U. S. Gunboat Isaac Smith.

Report of Lieutenant-Commander Nicholson, U. S. Navy, commanding U. S. S. *Isaac Smith*.

U. S. S. ISAAC SMITH,

St. Augustine, Fla., April 7, 1862.

SIR: On the 3d instant, receiving information that a vessel had come in over Matanzas Bar, I dispatched three armed boats from this vessel and a detachment of 25 men from Colonel Bell's command on shore, which he had placed at my disposal. Acting Master Gregory, in command of the expedition, after a tedious pull of 18 miles, boarded and seized the schooner *British Empire*, and on the 4th instant succeeded in bringing her off the town. This vessel has an English register, and cleared from Nassau, New Providence, for St. John, New Brunswick; she is not fit to go to sea for any voyage. Her history is as follows: She belongs to a Captain Willie, of Jacksonville, Fla.; her name *Rebecca*; she sailed from Jacksonville about the 3d day of February last; remained at Mayport Mills till the 2d of March, when she succeeded in running the blockade; and with a cargo of turpentine and resin arrived at Nassau, New Providence. She then took in a cargo of provisions, dry goods, medicines, etc., cleared for St. John, New Brunswick, but bound for some port in the Confederate States, and brought up at Matanzas Inlet. This account I have from the mate and two of her crew. I have had them examined before an officer of the Fourth New Hampshire, who is a justice of the peace, etc. They tes-

tified to all the above facts under oath. The captain declined to answer any question that bore upon the above facts, while two seamen shipped in Nassau know nothing about her. There were six souls on board whom I have removed to this vessel for safe-keeping, and I have placed a prize crew on board. Lieutenant-Colonel Bell has addressed me an official communication, a copy of which I forward; also a letter from the leading citizens of the town, asking that the cargo may be sold here at once, as the citizens are without the necessaries of life, and with no means of getting them. In consideration of these facts I have determined to sell the cargo, or a portion of it, at auction, as I consider that the overruling necessity mentioned in Upton's law book, page 246, exists.

Will you please send orders how to proceed with the papers and case, that it may be properly adjudicated, as there are no courts here, and it is not possible for the vessel to go north.

Her cargo is worth about \$3,000 and will probably bring that sum or more here, while the vessel is worthless or nearly so.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant-Commander.

Flag-Officer SAML. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron, S. C.

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Nicholson, U. S. Navy, approving the disposition of the cargo of the prize schooner *British Empire*.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 22, 1862.

SIR: I have received your several communications dated the 7th, 8th, 17th, and 20th instant, but have heretofore been unable to reply to them.

Your proceedings in disposing of the cargo of the *British Empire*, captured by you in Matanzas Inlet, under the circumstances, I approve, but I wish you to keep a strict account of the sales and enter in the log book such parts of the cargo as were taken and remain on board your ship. Send up the crew to Port Royal by the first favorable opportunity; hand over the vessel itself to the authorities at St. Augustine for safe-keeping at present.

The *Garibaldi* you will take with you into St. John's where she may be used as a tender and dispatch vessel to the naval forces in that river and to communicate with me.

I appreciate your anxiety in endeavoring to fulfill my orders by the *Bibb*, but unavoidable circumstances have detained you, and to this necessity we must submit.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. W. A. NICHOLSON,
U. S. S. Augusta, off' St. John's.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, to furnish a full report to U. S. district attorney regarding the sale of cargo.

NAVY DEPARTMENT, *May 12, 1862.*

SIR: Your letter of the 3d instant, in relation to the prize *Empire City* [*British Empire*] has been received, with its enclosures.

The Department presumes that, under the circumstances stated, no exception will be taken to the disposition made of the captured property; but a full report of the facts should be made to the U. S. attorney for the district into which the prisoners or captured crew are sent, and the proceeds of sale are to be held subject to the order of the U. S. court for the same district.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Additional report of Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Isaac Smith.

U. S. S. ISAAC SMITH,
St. John's River, East Florida, July 11, 1862.

SIR: In conformity with the provisions of circular from Navy Department, dated 14th May, 1862, I make the following report:

On the 3d of April last I dispatched a boat from this ship (then at anchor at St. Augustine) to Matanzas Inlet, 18 miles to the southward, and there seized the schooner *British Empire*, just arrived from Nassau, New Providence. She had a British register, made out at Nassau, New Providence; her crew consisted of 6 persons, of whom the captain, mate, and two of the men were from Jacksonville, Fla., while the other two shipped in good faith (they said) at Nassau, bound to St. John, New Brunswick. The schooner was quite old, built at Wilmington, Del., owned by Captain Willie, of Jacksonville. She leaked badly, having knocked her false keel off in getting over the bar at Matanzas. Shortly after I brought her to St. Augustine, the colonel commanding the town addressed me a letter stating that the citizens were in a starving condition; the leading citizens also addressed me a letter of the same import, and requesting me to sell the cargo, which was composed of articles such as were needed. I therefore sold a portion of the cargo to relieve the distress, and the residue I took on board of this vessel for safe-keeping. I sent the crew to Port Royal, by order of Flag-Officer Du Pont, and he also approved of my proceedings. The vessel being unseaworthy anchored her close to the town, giving her in charge of the civil authorities to hold till claimed by competent authority from the United States; this also was done by order of Flag-Officer Du Pont. The proceeds of the cargo, amounting to the sum of \$3,371.73, I turned over to the paymaster of this ship for the use of the vessel, taking his receipt therefor. Of the cargo received on board, I have used for the vessel some articles, of which I send the bill and appraisement, as required. I also enclose a list of officers and men on board of ship at the time of capture. No United States vessels were in sight at that time.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Ammen, U. S. Navy, regarding engagement at Yellow Bluff, Fla., and other operations in St. John's River, Florida, April 4-8, 1862.

U. S. GUNBOAT SENECA,

Port Royal Harbor, S. C., April 10, 1862.

SIR: I have the honor to report that on the evening of Thursday, April 3, I was shown by Lieutenant Commanding Stevens orders directing my return to Hilton Head.

Proceeding to the bar on the following day and taking a pilot, we sounded at high water and found less water on the bar than our draft. The following day gave us less rise of tide, and as detention was unavoidable until the period of neap tides had passed, I determined to go again to Jacksonville in order to carry out certain duties previously assigned relating to the supposed conduct of Dr. Mays, of Orange Mills.

Passing up the river, at about 2 p. m. we were fired upon from Yellow Bluff, 12 or 14 miles below Jacksonville, by a party supposed by me to consist of between twenty and thirty small-arms men and by the first lieutenant of double that number.

About fifty balls struck the ship. The man at the masthead, John Bult (ordinary seaman), was shot through the calf of left leg, and Andrew Webb (coal heaver) through the thigh; a negro man (contraband passenger) was shot in the back. All are doing well, and it is believed no permanent injury will result.

As we had to pass within less than 100 yards of the bluff, and owing to our entire immunity on all former occasions, the men and officers were much exposed. It is difficult to suppose so ineffective a fire.

We opened at once with the howitzer, and when the XI-inch and rifle could be brought to bear, with them also, anchoring as soon as the channel would permit outside the range of small arms. We fired four XI-inch, one 20-pound rifle, and ten 24-pound howitzer shells, with what effect is unknown.

We weighed anchor and, as intended, went to Jacksonville. I found Lieutenant Commanding Stevens had already gone up the river with the *Ottawa* to carry out what he designed should be done by us. On calling upon General Wright he requested that the *Seneca* would tow down the schooner *Azalea* and carry communications which would prevent any unnecessary exposure in the passage of vessels, which I did the following morning.

I found the schooner *Neal* near St. John's Bluff and directed her to await my return before passing Yellow Bluff, and on returning directed her to get underway and follow, which the captain declined doing although the breeze was fresh and favorable. Although I did not know that the *Neal* was chartered by the Navy, on arriving near Yellow Bluff I determined to remain there until she came up. We anchored, but before doing so fired one round of great guns into the ambushade, and came to out of the range of small arms.

The schooner *Neal*, seeing that the use of her sails was necessary, got underway and after a run of 3 miles got aground, which she would have avoided if she had followed us, as directed. We weighed anchor, endeavored to get her off, remained until the next day (Monday) by her, then got her off and towed her to Jacksonville.

General Wright requested me to aid as far as possible in giving passage to persons obliged to flee from Jacksonville. I brought four gentlemen and three of their families, consisting of twenty-two persons, and have landed them on Hilton Head.

I have landed also eight contrabands from the vicinity of Palatka; one of them was wounded, as above mentioned, but he had already so far recovered as to be able to walk.

We crossed the bar at 2 p. m. of the 8th, the earliest tide possible since the receipt of orders.

I have the honor to be, very respectfully, your obedient servant,
DANL. AMMEN,
Lieutenant, Commanding Seneca.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Brigadier-General Benham, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the reported concentration of Confederate forces for the relief of Fort Pulaski.

HILTON HEAD, April 5, 1862.

COMMODORE: I trust your dispatches for Wassaw have arrived in time to go by my courier, whom I have sent to recall if possible; if not, I will have them at Tybee this afternoon, and if my engineers can contrive a means of obstructing Wilmington River, I will have it done, though I much fear now the force of the enemy (believed to have been increased lately in that vicinity) may render this more difficult than at a previous day, if not impossible even.

The reports of General Viele from Danfuskie last night lead us to fear that the rebels are concentrating troops near Wilmington Island, possibly for an effort to relieve or reinforce the garrison of Fort Pulaski. As it appears impossible for a land force to act efficiently in those marshes, and we have scarcely any means for effective action by water, General Hunter and myself were last evening most earnestly wishing that you had the means of increasing your own power to an important extent just now upon the Wilmington River and Narrows and on Tybee River.

Very respectfully and faithfully, yours, truly,

H. W. BENHAM.

Flag-Officer DU PONT,
Commanding U. S. South Atlantic Blockading Squadron.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Benham, U. S. Army, regarding measures of cooperation.

FLAGSHIP WARASH,

Port Royal Harbor, S. C., Saturday, April 5, 1862.

GENERAL: I have your favor of this morning and send an order to the commander of the *Vandalia* to go around to Wassaw, if you think that a more important place for her than Tybee Road. She is a pretty formidable ship, a sailing vessel, however, and could lay across the mouth of the Wilmington River. I shall have to send provisions down to her, as she is out of everything.

Since your first letter about Wassaw, I am happy to tell you that the *Mohican* has entered there. She is one of my most formidable vessels, having two XI-inch guns and a rifle.

I will strain every nerve to give you all the aid just now I can, but I have not vessels enough, and particularly of light draft. I hear just now that the *Crusader*, at Edisto, is out of coal. I am very apprehensive for the gunboat I have inside at [New] Smyrna (Mosquito Inlet). I have ordered up the *Seneca*, a regular XI-inch gunboat, from St. John's, and expect her hourly.

Please present my regards to General Hunter.

Yours, respectfully and truly, and in haste,

S. F. DU PONT,
Flag-Officer.

Brigadier-General BENHAM.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Benham, U. S. Army, making additional suggestion regarding measures of cooperation.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 5, 1862.

GENERAL: Since closing my note, which goes with this, it has occurred to me it would be advisable to place one of your engineers or other officers in relation with Commander Godon at Wassaw, that the latter may the better understand your views and the military authority near him understand his, as senior naval officer.

Respectfully, and truly,

S. F. DU PONT,
Flag-Officer.

Brigadier-General BENHAM.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Wells, U. S. Navy, commanding U. S. ship Vandalia, to proceed to duty at Wassaw, Ga.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 5, 1862.

SIR: On the receipt of this order, you will please proceed with all possible dispatch to Wassaw and report to Commander Godon, of the *Mohican*, for duty.

When off the bar at Wassaw, you can make signal for a pilot.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding O. H. Wells, U. S. Navy,
U. S. Ship Vandalia, Tybee Roads.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Balch, U. S. Navy, to proceed to duty at North Edisto, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 5, 1862.

SIR: I am gratified to hear that you have got ready for service so promptly. You will please proceed, at any hour in the morning most

convenient to yourself, to North Edisto and relieve Lieutenant Commanding Rhind, who is short of supplies and coal, receiving from him such information as his long experience there will suggest.

I have ordered the *Dale* to assist in the occupation of North Edisto, and Captain Boutelle has gone to Otter Island to pilot her out of St. Helena Sound and into Edisto, when the transport steamer *Boston* goes round there to tow her in, in accordance with the instructions given to her captain by the U. S. quartermaster, so soon as he has delivered the provisions at Edisto with which he left here this morning.

Respectfully,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding G. B. BALCH,
U. S. S. Pocahontas, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Williamson, U. S. Navy, regarding the position of the U. S. S. Henry Andrew at Mosquito Inlet, Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 5, 1862.

SIR: I have the pleasure to acknowledge the receipt of your letter of the 29th March, with the accompanying papers, and approve of the steps you have taken to carry out my instructions. I beg you also to convey to Acting Master Commanding T. A. Harris my approval of his actions.

I dispatch this by the U. S. surveying vessel *Bibb*, under Captain Boutelle, assistant of the Coast Survey, to ascertain from you the present condition of affairs in and around Mosquito Inlet.

Captain Boutelle takes down a 12-pounder rifled howitzer for the *Henry Andrew*, which is sent in compliance with the request of Acting Master Harris.

I wish you to inform me if you consider the *Henry Andrew* as in any danger from the rebel fire where she lies, and whether she can maintain her position inside the bar without improper hazard. My object in keeping her there was not only to prevent the ingress of arms from Nassau, New Providence, but also to guard the large quantity of live oak from incendiarism.

At this season the blockade can be effectually maintained outside, particularly with two vessels, but I should regret the loss of the timber, yet this must be submitted to if there is any risk of the loss of the *Henry Andrew* in her present position.

You will therefore act according to your best judgment in the matter, and withdraw her if necessary outside the bar.

You will please reply in full to this communication, informing me of your wants in the various departments of both vessels.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. C. WILLIAMSON,
U. S. S. Penguin, off Mosquito [Inlet.]

P. S.—Since the above was written the *Bibb* goes down under charge of her first officer, Mr. Platt.

S. F. DU PONT,
Flag-Officer.

Letter of commendation from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Stevens, U. S. Navy, on the recovery of the yacht America.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 5, 1862.

SIR: I have not had an opportunity to write to you since the receipt of your communication of 28th ultimo, informing me of your recovery of the yacht *America*.

I beg you to receive my commendations and congratulations on this interesting service, in the performance of which you have shown so much untiring determination and skill. I have received from Lieutenant Irwin, of whom you have spoken so favorably in your report, a full account of the event.

Please convey my thanks to Acting Master Budd, and First Assistant Engineer Dungan, whose valuable assistance is also referred to by you.

The historic interest which attaches to this vessel and the incidents attending her career up to the time of your remarkable capture and recovery of her, make me very anxious to get her safely to Port Royal, where I purpose to refit her and send her North.

You will therefore use your best judgment in getting her towed up by the first army transport that may, with the approval of General Wright, undertake the service, recommending great caution to the captain in the performance of it. If you think any other mode be preferable, please suggest it.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding T. H. STEVENS,
U. S. Gunboat Ottawa, Senior Officer in St. John's River:

P. S.—Since writing the within communication I have been informed, through a message this moment received from Brigadier-General Benham, that the order had gone forward to withdraw the troops from Jacksonville, stating that the occupation of it was a military error.

I endeavored unofficially to represent the political requirements of Florida and the necessity of holding Jacksonville by a respectable force in both branches, but this is no longer a question. I write to call your special attention as to what may be the effect of the withdrawal of the troops, and you must have a vigilant eye to the safety of the naval force under your command.

You will, of course, give all the security you can, and hold, as far as you are able, the city of Jacksonville and the coast of the St. John's River, but you must not unnecessarily hazard your vessel in guarding that which is the duty of the Army to protect, if protection is necessary.

The blockade of the mouth of the river is our first duty, and you will see that this is effectually maintained by your force, whether inside or outside of the bar.

I can not be more specific, but I rely upon your discretion and judgment in meeting this new condition of affairs.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

I need hardly add that all protection to loyal people that you can give will meet my warm approval, even to receiving them on board.

S. F. DU PONT,
Flag-Officer.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, to aid in the forwarding of dispatches for Lieutenant Stevens, U. S. Navy, in St. Johns River, Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. O., April 5, 1862.

SIR: I am sending the *Bibb*, under Mr. Platt, her executive officer, to Mosquito and St. Augustine, with orders to run in and communicate with you.

The *Bibb* can not cross the St. John's Bar, and I have no means of communicating with Lieutenant Commanding Stevens. Will you forward the accompanying dispatch to him, and if you can carry out in any way my wishes expressed therein with regard to the yacht *America* I wish you to do so.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander P. DRAYTON,
U. S. S. *Pawnee*, *Fernandina*.

P. S.—You will perceive by my postscript to the communication to Lieutenant Commanding Stevens the great importance of sending my dispatch to him.

I have since learned that our new military authorities have directed the withdrawal of the troops from Jacksonville, which has caused me to send the *Isaac Smith* there at once, and Lieutenant Commanding Nicholson will deliver the dispatch himself to Lieutenant Commanding Stevens. The military force, I learn, is to be somewhat increased at St. Augustine, which enables me to withdraw the *Smith*. I feel great concern for the inhabitants of Jacksonville who have committed themselves to the Union cause, and though my duty is to blockade and not to protect, I have directed Lieutenant Commanding Stevens to do all he can to effect the latter.

S. F. DU PONT,
Flag-Officer.

Report of Brigadier-General Viele, U. S. Army, regarding rumored readiness of Confederates for the relief of Fort Pulaski, Savannah River.

DAUFUSKIE ISLAND, April 6, 1862.

GENERAL: I was sorry not to have seen you here yesterday, as I would be glad to have you see what my arrangements are.

A negro from Fort Pulaski came in last evening. He says that Colonel Olmstead, at the fort, read a letter on parade from the commanding general at Savannah, saying that the preparations were completed for relieving the garrison, and that it would be done in a few days with their entire force of 30,000 men if necessary. They are to attack the batteries on the river simultaneously with those on Tybee. I understand that Commodore Du Pont talks of taking the gunboats away from here. This would leave me in an extraordinary position of helplessness. I think that all the light-draft boats at the disposal of the commodore should be here or in this vicinity at this time. With their aid we can give the rebels a crushing defeat if they attack us. * * *

Very respectfully, your obedient servant,

HERBERT L. VIELE,
Brigadier-General, Commanding.

Brigadier-General H. W. BENHAM,
Commanding, etc., *Hilton Head*.

[Endorsement.]

Extract from letter from General Viele received April 6, 1862. In absence of General Benham, referred to General Hunter for action. If the letter referred to was read on the parade as of the day when it is said a person got access to the fort, it must have been read some two days ago or more.

Very respectfully,

A. B. ELY,
Acting Assistant Adjutant-General.

[Second endorsement.]

Most respectfully referred to Commodore Du Pont, flag-officer, U. S. Navy, who is most earnestly requested to give us all the assistance in his power. As two days have elapsed since the reading of the letter in Pulaski, the time for its relief is at hand and all our exertions for the safety of the batteries should be made at once.

D. HUNTER,
Major-General.

Letter of Flag-Officer Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, regarding naval vessels sent to Wall's Out, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 6, 1862.

GENERAL: I have this moment received the letter of Brigadier-General Viele to Brigadier-General Benham referred by you to me, and have already made signal to the armed tug *Mercury* to rejoin the naval force at Wall's Out.

The *Mercury* is the only vessel I have of which the draft will admit of going to the support of General Viele. I have no intention of withdrawing the gunboats in Wright's and Mud rivers without first informing you of the same, though I want them much elsewhere.

I am looking hourly for the *Seneca*, an XI-inch cannon gunboat, which I will immediately place at your disposal.

The force at Wassaw I increased yesterday by the *Vandalia*, sailing corvette, making four vessels there, three steamers.

Excuse the haste of this note and believe me, general, with great respect, yours, most truly,

S. F. DU PONT,
Flag-Officer.

Major-General D. HUNTER,
Commanding Department of the South, Hilton Head.

Report of Flag-Officer Du Pont, U. S. Navy, giving the names of additional vessels captured by the blockading fleet.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 6, 1862.

SIR: I have the pleasure to inform the Department of the capture of some vessels not heretofore communicated.

The British schooner *Arrow* was captured by the U. S. S. *Bienville*, Commander O. Steedman, on the 25th of February last.

She was discovered early in the morning by the *Bienville* when cruising off St. John's, Fla., standing toward the land. Finding herself pursued, she altered her course first to the northward and then to the southward and eastward. When overtaken she hoisted English colors.

The *Arrow* was from Nassau, New Providence, and purported to be bound to New York. Her cargo was salt, which, with her position so near the coast and steering directly for the land, seems enough to secure her condemnation.

The schooner *Alert* was also captured off St. John's by the *Bienville* on the afternoon of the 26th February. She was taken just off the bar when attempting to cross. Her master and owner is William Hone, of the city of Savannah, who was taken north as a prisoner by the *Bienville*. She cleared from Havana and her cargo, by her bill of lading, consisted of 25,000 cigars and 207 bags of coffee.

The schooner *Julia Worden* and the schooner *Lydia and Mary* were captured in Cape Romain passage, between the Santee River and Charleston (the first on the 27th and the second on the 29th ultimo), by the U. S. armed bark *Restless*, Acting Volunteer Lieutenant E. Conroy, commanding. Their cargoes were rice and corn meal.

The four vessels above named are now in this port. I have ordered a board of officers to appraise their value, the value of their cargoes, and to determine their seaworthiness. When the reports are ready, I will inform the Department of the result.

The ship *Emily St. Pierre*, of Charleston, from Calcutta, was captured on the 18th ultimo by the blockading squadron whilst steering directly for Charleston Harbor. Her cargo consisted of 2,173 bales of gunny cloth. Commander Goldsborough sent her to Philadelphia for adjudication. Most of her crew went north in the steamer *Oriental*, which left Port Royal on the 28th ultimo.

The English sloop *Coquette*, of Nassau, New Providence, was captured by the *Susquehanna*, Captain Lardner, on the morning of the 3d instant, about 2 miles from Charleston Bar. She had a cargo suitable for and in great demand in a Southern port. Captain Lardner sent her to Philadelphia for adjudication.

Another schooner was seen on shore by the blockading vessels on Sullivan's Island, where she remains a wreck.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting copy of Senate resolution regarding the reported inefficiency of the blockade of Charleston, S. C.

NAVY DEPARTMENT, April 7, 1862.

SIR: I herewith transmit a copy of a communication, dated the 3d instant, received from the Hon. John P. Hale, chairman Committee Naval Affairs, U. S. Senate, asking information respecting the blockade of the Southern coast, particularly the port of Charleston, which subject the committee are directed to enquire into by resolution of the Senate.

The Department invites your particular attention to Mr. Hale's letter and the resolution it embodies, and desires you to furnish as early as practicable a full report on the subjects of enquiry.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT, etc.

[Enclosure.]

U. S. SENATE NAVAL COMMITTEE ROOM, *April 3, 1862.*

SIR: A resolution, of which the following is a copy, has been presented to the Senate and referred to this committee:

Resolved, That the Committee on Naval Affairs be instructed to enquire whether there has been any laxity on the part of our naval officers charged with the blockade of the Southern Atlantic coast, and particularly at the port of Charleston, and whether there be any foundation in truth for the statement made by the British consul to his Government, that armed troopships of the Confederate States, carrying munitions of war, have been allowed to go in and out of Charleston and no attempt made to stop them, and that the committee have power to send for persons and papers.

In behalf of the committee I respectfully request that you will communicate to them all the facts within the knowledge of the Department relative to the matter enquired of in the foregoing resolution, and also that you will as early as practicable obtain from the naval officers stationed near Charleston and charged with the blockade of that port a full and explicit statement touching the same subject of enquiry.

Very respectfully, yours,

JNO. P. HALE,

Chairman of Committee on Naval Affairs.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Truxtun, U. S. Navy, to retain command in St. Helena Sound and South Edisto, South Carolina.

FLAGSHIP WARASH,

Port Royal Harbor, S. C., April 7, 1862.

SIR: On full reconsideration, I have determined to revoke the orders before given to you.

You will please, therefore, to remain in charge of the waters of St. Helena Sound and South Edisto, placing your ship in the best position for that purpose, informing Captain Boutelle of this change in your orders.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Lieutenant Commanding W. T. TRUXTUN,

U. S. Ship Dale, St. Helena.

Order of the Secretary of the Navy to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, to proceed to Port Royal, S. C.

NAVY DEPARTMENT, April 7, 1862.

SIR: You will proceed with the U. S. S. *Albatross* to Port Royal, S. C., and report to Flag-Officer Du Pont for duty in the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander GEORGE A. PRENTISS,
Commanding U. S. S. Albatross, off Beaufort, S. C.

Report of Lieutenant Gillis, U. S. Navy, regarding a reconnoissance by the U. S. steamers E. B. Hale and Mercury, in Wright's River, South Carolina.

U. S. S. E. B. HALE,
Wright's River, South Carolina, April 7, 1862.

SIR: In obedience to your instructions of this date, I proceeded with this vessel and the steam tug *Mercury* so far up Wright's River as I thought it would be prudent to venture, which was within three-fourths of a mile of the earthwork in process of construction by the rebels at what is called the "rice plantation," on the borders of the North Channel of Savannah River.

On my way up I saw a force of 150 or 200 men located a short distance above Fort Drayton. Some of them were mounted. I threw shell among them, the first one exploding in their midst and causing them to disperse in all directions. I also saw a few men about the fort, but could discover no signs of its being reoccupied by the rebels; the shell thrown into it failed to elicit a reply.

I turned my attention next to the forces encamped on the rice plantation, in number, I judge, 500, a large portion occupying the negro quarters.

A few well-directed shell from this vessel and the *Mercury* caused a rapid evacuation and a retreat to the earthworks. Several shell exploded immediately over them, and one at the corner of the mill.

Our 10-second shell could reach them easily from our position, and had the tide permitted a longer stay, I should have remained and completed the work of shelling them out. But as in passing up we found in one place but 9 feet of water, I deemed it prudent to return, preferring such a course rather than being taken at a disadvantage. A causeway distant from us but one-fourth of a mile would have enabled the enemy to bring guns to bear upon us, and a low tide would have prevented a retirement.

Below I append an account of the expenditure of ammunition of this vessel.

I am, very respectfully, your obedient servant,

JAMES H. GILLIS,
Lieutenant, Commanding E. B. Hale.

Lieutenant N. COLLINS, U. S. Navy,
Commanding U. S. Gunboat Unadilla.

10-second shell.....	30
15-second shell.....	3
5-second shell.....	3
Total.....	36

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Upshur, U. S. Navy, commanding U. S. S. Flambeau, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 8, 1862.

SIR: You will please proceed with the *Flambeau*, under your command, off Charleston and report to Captain J. L. Lardner for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. H. UPSHUR,
U. S. S. *Flambeau*, Port Royal.

Letter from Major-General Hunter, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding contemplated attack upon Fort Pulaski, Savannah River.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., April 8, 1862.

COMMODORE: I contemplate opening the attack on Fort Pulaski by sunrise to-morrow morning and have to ask of you all the cooperation and assistance in your power. A few days' further delay would place our batteries on Tybee Island in a more perfect condition, perhaps; but I am satisfied that such delay would be of more service to the enemy than to ourselves.

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

D. HUNTER,
Major-General.

Flag-Officer SAMUEL F. DU PONT,
Comdg. South Atlantic Blockading Squadron, U. S. S. *Wabash*.

Letter from Flag-Officer Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, responding to the request of the latter for cooperation against Fort Pulaski.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 8, 1862.

GENERAL: I have your communication of this date and will be happy to give any assistance you may deem advisable; but I have not a vessel that could be of the slightest support, of sufficiently light draft to enter Tybee Roads, except the regular gunboats. They are all away, except the *Unadilla*, at Wright's River, with Brigadier-General Viele's command.

I have directed Captain Rodgers to go on shore and call upon you in reference to the matter.

I had ordered the *Vandalia* from Tybee Roads round to Wassaw to increase the force there, at General Benham's request. If she has not left Tybee, and you prefer she should remain there, I will send an order to that effect.

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

S. F. DU PONT,
Flag-Officer.

Major-General HUNTER,
Commanding Department of the South, Hilton Head.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Wells, U. S. Navy, commanding U. S. ship Vandalia.

FLAGSHIP WABASH,
Port Royal Harbor, S. O., April 8, 1862.

SIR: If this order reaches you in time you will please remain at Tybee Roads, if the military commanding officer considers you are of more service in your present position; otherwise, proceed at once to Wassaw.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding O. H. WELLS,
U. S. Ship *Vandalia*.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, regarding violation of orders in the matter of correspondence with newspapers.

FLAGSHIP WABASH,
Port Royal Harbor, S. O., April 8, 1862.

SIR: I perceive in the New York Times of April 4 a letter dated from the *Florida*, on the 25th ultimo, to the New York Times and signed "J. S. O."

This public correspondence with a newspaper I consider a violation of my General Orders, No. 8.

I am determined to send home every officer in this fleet who violates this order, and I request that you should let this be understood in future on board of your ship.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. R. GOLDSBOROUGH,
U. S. S. *Florida*, Port Royal.

Report of Lieutenant Nicholson, U. S. Navy, regarding general affairs in and about St. Augustine.

U. S. S. ISAAC SMITH,
St. Augustine, Fla., April 8, 1862.

SIR: Since my communications of yesterday I have received your orders (by the *Bibb*) to leave for St. John's River.

I shall be unable to leave before the full moon, if then, as the tides have been so very low for some time past that it is dangerous even for one of our cutters to cross the bar.

The small schooner *United States*, that brought the provisions to us, has been lying at the bar for the last eight days, unable to get over, and she only draws 7 feet.

You are aware probably that I have but 15 tons of coal, or two days steaming, none having been sent down to me. My provisions will last some time, as I have purchased some from the sale of the prize schooner.

Will you send me orders as to the disposition of the two schooners, the *Garibaldi*, captured in here, and *British Empire*, at Matanzas? In

my opinion the latter is nearly worthless, being an old lumber vessel, and, after being stripped of anything of use, had best be burned.

What disposition shall be made of the crew of said schooner? The captain and three of the crew are from Jacksonville; the remaining two are from Nassau.

In my communication of yesterday I stated my reasons for disposing of the cargo prior to its being condemned. The sale will be concluded to-day, and such articles as will not be necessary for the town I will take on board of this vessel.

Having acted in this matter of the prize schooner from the best motives, viz, to relieve my fellow-creatures in distress, I trust that you will approve of my proceedings in writing, that I may forward that approval with the other documents for the consideration of the court that has to adjudicate.

Can you not send me answers to this before the next spring tide (the 14th instant)?

Matanzas Inlet had 10 feet of water at the time the schooner ran in; they buoyed the bar out.

They left the *Cecile* steamer, also *Ella Warley*, at Nassau, both loading.

Everything appears to be quiet, although rumors of an exciting character are flying around of the advance of Governor Milton, with 8,000 troops, upon Jacksonville and this town. Most of the men appear to be well disposed, while many of the ladies are becoming to be ladylike, while others are still bitter toward the defenders of that flag under which they have enjoyed such prosperity.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Letter from Lieutenant Stevens, U. S. Navy, to the master of the steamer Cosmopolitan, urging that transports preserve their proper stations in line.

U. S. GUNBOAT OTTAWA,
St. John's River, Florida, April 9, 1862.

MY DEAR CAPTAIN: I address you for the purpose of impressing upon you the absolute necessity for the transports to preserve their proper stations in the line; otherwise the vessels of war designed for the protection of the transports and troops on board will be unable to afford it.

Within the distance of a mile or two below, our vessels have been fired upon from the thickets by the rebels, and I design shelling them out if there.

Yours, truly,

T. H. STEVENS,
Senior Naval Officer.

Captain [A. G.] CROCKER,
Commanding Steamer Cosmopolitan.

Letter from Mr. J. M. Forbes to Flag-Officer Du Pont, U. S. Navy, forwarding information regarding the proposed attempt to break the blockade.

BEAUFORT, April 9, 1862.

MY DEAR COMMODORE: I have just received a line from our friend P. S. Forbes, dated New York, 2d April, in which he says he has certain information that the rebels are expecting three ironclad steamers from Europe, with the intention of breaking the blockade. He fears they are on the way now, and begs me at once to report the information to you.

You are aware that our friend has very intimate relations with the French naval officers and also has a very close correspondence with Paris. He does not indicate where he gets his information, but I think it worth sending to you promptly.

Very truly, yours,

J. M. FORBES.

Flag-Officer S. F. DU PONT.

Report of Commander Rodgers, U. S. Navy, regarding the postponement of the attack upon Fort Pulaski, Savannah River.

TYBEE, April 9, 1862.

MY DEAR COMMODORE: The batteries were not quite ready last night, all the artillerists had not been sufficiently instructed, a columbiad and a mortar remained to be mounted, and General Hunter determined to defer the attack until to-morrow morning. There are 35 mortars and cannon in battery at Tybee.

There is a serious want of fuzes, and I have told the general that I was sure you would aid him to the extent of your resources. Lieutenant Shunk, the chief of ordnance, has been ordered to apply to you for what you can give. Mr. Preston can show him the inventory of the *Haseltine* with our ordnance stores, and we might supply some from the *Wabash*.

General Hunter will give a battery to a detachment from the *Wabash* if you will send one. It strikes me that it would be a good thing for the Navy to have a hand in the bombardment. If we take the battery we should man it with our best men, who know how to aim well, for they would be much observed. Seventy-five or a hundred men would answer, furnishing three reliefs, for the army guns are much more easily worked than ours. Our batteries are very well placed, the mortars are superb, the guns excellent, but I do not think much of the defenses against the enemy's shot.

I beg you to pardon the great haste in which I write, and to believe me, my dear sir, with great respect, most faithfully yours,

O. R. P. RODGERS.

Flag-Officer DU PONT,
Commanding South Atlantic Blockading Squadron.

It is quite important about the fuzes. Preston had better do all he can to help Mr. Shunk.

I enclose a letter just received from General Gillmore. I think a portion of his requisition can be furnished from our ship and the *Haseltine*.

Letter from Brigadier-General Gillmore, U. S. Army, to Commander Rodgers, U. S. Navy, naming articles required for the attack upon Fort Pulaski.

HEADQUARTERS U. S. FORCES,
Tybee Island, Ga., April 9, 1862.

CAPTAIN: The articles we require the most to enable us to open fire in fair condition are 5,000 X-inch columbiad cartridge bags, or flannel to make them of; 2,500 X-inch sabots and tin straps (sabots for IX-inch shells will answer); 6,000 paper fuzes (10, 14, and 20 seconds); 1,200 VIII-inch sabots and straps (sabots for 32-pounder shells will answer).

If you can assist me in getting any or all of the above-named articles from any of the gunboats in Wassaw Sound, you will do a great public service and confer a favor on,

Your obedient servant,

Q. A. GILLMORE,
Brigadier-General, Commanding.

Captain RODGERS, U. S. Navy,
On board U. S. Transport McClellan, Tybee.

A note from you to the senior officer at Wassaw would perhaps facilitate matters.

Q. A. G.

Report of Lieutenant Balch, U. S. Navy, regarding a reconnoissance in North Edisto River, South Carolina, April 9-10, 1862.

U. S. S. POGAHONTAS,
North Edisto River, April 11, 1862.

SIR: Since the sailing of the *Crusader* I have endeavored to become acquainted, as far as possible, with the localities of this station; and that we might more effectually cooperate with the forces stationed on North Edisto, I invited Colonel E. Q. Fellows, of the Third New Hampshire Regiment, and several members of his staff to come aboard, that we might together make a reconnoissance up the North Edisto.

On the 9th instant we proceeded up the river, passing the mouth of the Dawho, and anchored a short distance above the position where Lieutenant Commanding Rhind found the torpedoes, and which he so successfully captured.

Having been informed by a contraband that there was a battery of two guns on Bear Bluff, and observing some rebels on shore, I directed the X-inch gun to be fired in that direction. This dispersed the rebels, but brought no reply from the battery, and we were of the opinion that there was no battery on Bear Bluff.

Having received an invitation from Colonel Fellows, of the Third New Hampshire Regiment, commanding the post, to cross the island and visit the outposts, I gladly availed myself of his kind offer and accompanied him to the South Edisto side of the island, and near to Watt's Out, where we saw only about fifteen or twenty of the rebel pickets, but did not go nearer them than easy rifle range.

The admirable disposition of the troops at the present time secures, in my judgment, the complete control of this island and vicinity, and an attack from the enemy can be successfully repelled by the force now here.

We draw from the reconnoissance made on the 9th instant aboard this ship, and on the 10th instant across the island, that a light-draft gunboat off Jehossee Island, in the South Edisto, and a vessel off the Dawho, as recommended by Lieutenant Commanding Rhind, which position I shall take in the morning, will render an attack from the rebels impossible.

I need only say that the heartiest cordiality exists betwixt the commandant of this post and myself, not only socially, but officially. I have expressed my desire to cooperate in every way most advantageous to the cause in which we are engaged.

I am happy to report all well aboard the *Pocahontas*.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commander Lanier, U. S. Navy, regarding operations in St. Simon's Sound, Georgia.

U. S. S. ALABAMA,
St. Simon's Sound, April 10, 1862.

SIR: In obedience to your orders of the 1st instant, I proceeded from Port Royal Harbor to this place, relieving Lieutenant Commanding Balch, who sailed to Port Royal for supplies.

On my arrival here I found on St. Simon's a colony of 26 men, 6 women, and 9 children, contrabands, since which there has been an addition of 14 men. All of these are at work planting potatoes, corn, etc., and are doing well, requiring as yet but little aid in the line of provisions aside from what is to be had on the place.

I have visited Dubignon's plantation, on Jekyl Island, and procured a supply of sweet potatoes for use of the colony.

On the arrival of the *Potomska* I dispatched her to the north end of St. Simon's Island to blockade Doboy, etc., and prevent any landing on that end of the island.

Having heard this morning from an intelligent contraband that a schooner loaded with blankets, shoes, etc., had run into St. Catherine's some ten days since, and is now lying back of the island trading with the rebels, I intend sending an armed boat with orders to Lieutenant Commanding Watmough to take the schooner if safe and practicable.

I have my men at work on Jekyl Island getting the railroad iron from the forts to the beach. I should judge there will be about 125 tons of this iron.

Commander Godon left orders that when the iron was removed to blow up the casemated forts. Should you desire the forts destroyed, I can do so by burning.

I am, respectfully, your obedient servant,

E. LANIER,
Commander.

Flag-Officer SAML. F. DU PONT,

Flagship Wabash, Port Royal Harbor, S. C.

Order of Commander Lanier, U. S. Navy, to Lieutenant Watmough, U. S. Navy, commanding U. S. S. Potomska, to search for blockade runner near St. Catherine's, Ga.

U. S. S. ALABAMA,
St. Simon's Sound, April 10, 1862.

SIR: I have heard from contrabands that a schooner some ten days since ran the blockade and that she is now lying back of St. Catherine's, between that island and the main. I have sent Acting Master [John S.] Dennis with 6 marines and an armed boat's crew, in case you may need their services.

If you can go in the *Potomska* you may be able to take the schooner.

I do not wish you to expose the boats where you can not cover them with your guns. I trust to your own good judgment to guide you in this affair, if you go. Your pilot will be able to inform you if you can get through, with good water back of the island.

I am, respectfully, your obedient servant,

E. LANIER,
Commander.

Lieutenant Commanding WATMOUGH,
U. S. S. Potomska, East End St. Simon's.

Report of Lieutenant Stevens, U. S. Navy, regarding withdrawal from Jacksonville in view of the presence in that vicinity of a large Confederate force.

U. S. GUNBOAT OTTAWA,
Off Mayport, Fla., April 10, 1862.

SIR: Upon consultation with General Wright, who had orders to evacuate Jacksonville and withdraw the land forces, I concluded to withdraw the naval forces under my command to this place. A large rebel force in the vicinity of Jacksonville renders a conflict between them and our forces probable, in which event the town would be in peril; and as it contains a large amount of property belonging to Union people, this was the main reason which influenced my course.

The *Ellen* returns to Jacksonville to-day with orders to send a boat on shore under a flag of truce to land Judge Burritt and family, who came on board the *Ottawa* for protection, and now desire to return.

Since communicating with you I have visited Orange Mills and shelled the house of Dr. Mays, after being satisfied he was the party mainly implicated in the abduction of De Costa. Should I not receive instructions from you in the course of two or three days, I shall visit, for the purpose of communicating with you personally for new instructions in the change of policy, which has produced great distress among the Union people, many of whom are fleeing for their lives for protection against the Confederate Government, and are on board of the transports and naval vessels.

The visit of the *Ellen* to Jacksonville will assure the Confederate authorities [that] we still hold possession of the river. Captain Budd has orders to hoist the flag of truce only when appearing off the town.

Respectfully, your obedient servant,

T. H. STEVENS,
Lieutenant, Commanding, U. S. Navy.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Lieutenant Stevens, U. S. Navy, to Acting Master Budd, U. S. Navy, commanding U. S. S. Ellen, to proceed on special duty to Jacksonville.

U. S. GUNBOAT OTTAWA,
Off Mayport, [Fla.], April 10, 1862.

SIR: The open instructions, which I herewith enclose, you will show to the commanding officer of the rebel troops at Jacksonville to explain the object of your visit.

Availing yourself of this opportunity, you will examine carefully the different points upon the river for the purpose of informing yourself whether there is any evidence of an intention on the part of the rebels to prevent our free occupation of it.

While cautioning you against the probability of ambushades, I would also caution you against an unnecessary display of force. The mission intrusted to your charge is a delicate and responsible one, for the performance of which I rely upon your discretion and judgment.

Respectfully, yours,

T. H. STEVENS,
Lieutenant, Comdg. U. S. Naval Forces in the Waters of St. John's.
Acting Master WM. BUDD, U. S. Navy,
Commanding U. S. S. Ellen.

[Enclosure.]

U. S. GUNBOAT OTTAWA,
Off Mayport, April 10, 1862.

SIR: You will proceed in the *Ellen* to Jacksonville and there land Judge S. L. Burritt and family, with such of their effects as are on board your vessel if he should desire it, unless objections should be made thereto by the enemy, who may be in occupation of the place.

On your arrival at Jacksonville, should a force be there, you will send a boat on shore with a white flag and exhibit these instructions to the officer in command to show him the purpose of your visit.

Having accomplished the object of your mission, you will return without delay and report to me at this place.

Respectfully, yours,

T. H. STEVENS,
Commanding U. S. Naval Forces in the Waters of the St. John's.
Acting Master WM. BUDD, U. S. Navy,
Commanding Ellen.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Baxter, U. S. Navy, to resume blockade duty off Georgetown, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 10, 1862.

SIR: You will please proceed with the *Gem of the Sea* under your command and resume the blockade of Georgetown, S. C., reporting to Commander Le Roy, of the *Keystone State*.

Please see that you have the mails for the last-named vessel.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.
Acting Volunteer Lieutenant I. B. BAXTER,
Commanding U. S. Bark Gem of the Sea, Port Royal.

*Participation of a naval force in the bombardment and capture of Fort Pulaski, Ga., April 10-11, 1862.**

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. O., April 13, 1862.

SIR: The dispatches from the commanding general of this department to the honorable Secretary of War will convey the gratifying intelligence of the fall of Fort Pulaski.

It was a purely military operation, the result of laborious and scientific preparation and of consummate skill and bravery in the execution.

It would not have pertained to me to address you in reference to this brilliant and successful achievement had not Major-General Hunter, with a generous spirit, long to be remembered, permitted the Navy to be represented on this interesting occasion by allowing a detachment of seamen and officers from this ship to serve one of the breaching batteries. I have thanked the general personally for this kindness, and I desire at the same time to express my acknowledgments to Brigadier-General Benham and Acting Brigadier-General Gillmore for acts of consideration shown by them to my officers and men.

I enclose the report of Commander O. R. P. Rodgers, who had the honor to command Battery Sigel on the second and important day.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Special Order of Brigadier-General Gillmore, U. S. Army, assigning naval detachment to Battery Sigel.

SPECIAL ORDERS, } HEADQUARTERS U. S. FORCES,
No. 37. } *Tybee Island, Ga., April 11, 1862—4 a. m.*

Flag-Officer Du Pont having, in compliance with a request from the major-general commanding the Department of the South, directed a detachment of sailors from the frigate *Wabash*, under command of Lieutenant John Irwin, U. S. Navy, to report to Commander O. R. P. Rodgers, U. S. Navy, for service in one of the batteries, they are assigned to Battery Sigel, just vacated by two companies of the Forty-sixth New York State Volunteers, and will take charge of the three 30-pounder Parrott and one 24-pounder James on the right of the battery.

The balance of the battery will remain with Captain Turner, U. S. Army, commissary of subsistence, and will be served by a detachment of the Eighth Maine Regiment under Captain McArthur.

By order of Brigadier-General Q. A. Gillmore.

W. I. M. BURGER,
First Lieut., Vol. Engineers, Acting Assistant Adjutant-General.

* For reports of army operations, see Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Vols. VI and LIII.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Irwin, U. S. Navy, to command detachment from the U. S. S. *Wabash*.

WABASH,
Port Royal, S. C., April 9, 1862.

SIR: General Hunter having kindly suggested that he would give a battery on Tybee Island established for the reduction of Fort Pulaski to the officers and crew of the *Wabash*, you will please take such a force as Lieutenant Corbin will detail and report to Commander O. R. P. Rodgers for this purpose.

I am well assured you will do honor to yourself on this service and sustain the reputation of your ship.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant IRWIN,
U. S. S. Wabash.

Detailed report of Commander Rodgers, U. S. Navy, commanding U. S. S. *Wabash*.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 13, 1862.

SIR: I have the honor to report the return of the detachment from this ship which had the good fortune to take part in the bombardment of Fort Pulaski. It reached Tybee on the morning of the 10th, just before the fire was opened, and the batteries being already manned, our men could not participate in the action of the first day.

General Hunter, General Benham, and General Gillmore, all manifested the most generous desire to give the Navy a share in the good work, and on the 11th, the most important day, four rifled guns in Battery Sigel, one of the nearest and most exposed batteries, and consequently one of the posts of honor, were assigned to the men of the *Wabash*. We occupied it at daybreak, and kept up a steady and well-directed fire until the fort hauled down its flag, at 2 p. m.

The officers and men behaved well. I beg leave to commend to you Lieutenant Irwin, Acting Master Robertson, and Midshipmen M. L. Johnson and Frederick Pearson; Lewis Boun, captain of the forecastle, and George H. Wood, quartermaster.

When the enemy hoisted the white flag, General Benham most courteously invited me to detail a naval officer to accompany the officer sent by him to arrange the terms of surrender, and I sent Lieutenant Irwin upon that honorable duty.

I spent the first day of the bombardment in the trenches with General Hunter and in visiting the different batteries, which I caused to be visited by several of our officers and men that they might profit by the experience to be acquired.

The bombardment began at 8 a. m. on the 10th and continued during the day, but at first, while procuring the ranges, it was somewhat inaccurate, many of the artillerists being quite untrained.

On the second day, in spite of a high wind, the firing from the rifled guns and columbiads was excellent, the former boring into the brick face of the wall like augers, the latter striking like trip hammers and breaking off great masses of masonry which had been cut loose by the rifles.

The four upper batteries were above 1,600 yards distant from Pulaski, and quite beyond the distance at which it has hitherto been held practicable to effect a breach, but which proved an easy breaching range with these wonderful projectiles which we now possess.

When the fort surrendered, the barbette guns had been silenced and many of them had been dismantled; the breach was practicable in two places, and could have been stormed without doubt. Our projectiles were passing through it, and were knocking down the opposite wall, which protected the main magazine, so that the garrison was convinced that in an hour or two the magazine must be blown up.

The heavy XIII-inch mortars inflicted much less injury than I had expected. The casemates did not seem at all shaken by them. The parade ground had been formed into deep furrows, into which the shells rolled and burst without the power of doing much harm.

The guns used by the men of the *Wabash* were three 30-pounder Parrotts and one 24-pounder James.

I am, very respectfully, your obedient servant,

U. R. P. RODGERS,

Commander, Commanding U. S. S. *Wabash*.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding the cruise of that vessel April 10-June 16, 1862.

U. S. BARK GEM OF THE SEA,
Port Royal Harbor, June 16, 1862.

SIR: I have the honor to report to you my proceedings with the U. S. bark *Gem of the Sea*, under my command from the 10th of April up to the present date.

In obedience to your order, received the 10th of April, to proceed with the *Gem of the Sea* and resume the blockade off Georgetown, S. O., I, the following morning at 5 o'clock, got the *Gem* underway and proceeded to sea with the wind from northeast.

On the 12th instant, at 11 o'clock a. m., in latitude 30° 46' N., longitude 79° 52' W., fell in with and boarded the U. S. ship-of-the-line *Vermont*, Commander Baldwin, from Boston for Port Royal, and supplied him with the sailing directions into that port.

Same day, at 5 o'clock p. m., in latitude 33° 04' N., longitude 79° 45' W., came up with and boarded the hermaphrodite brig *Mary E. Thompson*, of Searsport, Me., Captain Haverland, from Cardenas, with a cargo of sugar and molasses, bound to Philadelphia.

On the 13th instant, at 9 o'clock a. m., in latitude 33° 08' N., longitude 79° 42' W., came up with and boarded the schooner *Daniel E. Townsend*, of Sag Harbor, Captain W. H. Townsend, from Trinidad de Cuba, with a cargo of molasses, bound to Philadelphia.

On the 14th instant, at 2:15 p. m., Georgetown light-house bearing W., distance 8 miles, fell in with U. S. S. *Keystone State*, Commander Le Roy, and reported to him as per order. He assigned to me a position to blockade between Bottle Channel and the north entrance to Georgetown, so that I could have an eye on both entrances. At 11 o'clock p. m., while lying to, with the maintopsail aback, 8 miles E. N. E. from Georgetown light-house, boarded the U. S. S. *Rhode Island*; from Philadelphia, for Port Royal, and received from her our mail and fresh provisions.

On the 15th instant, at 4:20 a. m., Georgetown light-house bearing N. W. by N., distance 6 miles, we saw a schooner about 4 miles south

from us, heading to the N. E., apparently out from Georgetown. I immediately set all sail possible and went in chase of her; in the meantime we were discovered from the schooner and she tacked to the south. At 5:30 we had gained on her about 1 mile when the steamer *Keystone State* was discovered at the south, standing toward the schooner. She soon came up with and captured her. She proved to be the rebel privateer *Dixie*, now hailing from St. John's, New Brunswick, and called the *Success*.

On the 24th instant *Albatross* came on this station to relieve the *Keystone State*, who left here the following day for Port Royal.

On the 26th instant boarded the hermaphrodite brig *Zuleika*, of Boston, Captain O. W. Grozier, from New York for Port Royal, with coals for the Government.

On the night of the same date, while lying to anchor, about 6 miles N. E. from Georgetown light-house, took a heavy squall from N. E., and, a heavy short sea running, parted best bower chain and lost anchor with 21 fathoms chain.

On the night of the 30th was struck by lightning; the lightning striking the fore royal masthead and ran down as far as the royal sheave hole, shivering the head of the mast, when it ran out on the sheave bolt, and so down the mast to the deck, without doing further damage than to rip up the mast coat, and, scattering itself on the anchor chains and guns, passed off.

May 3, spoke the U. S. S. *Massachusetts*, from New York, bound to Port Royal, and received from her a mail, fresh provisions, and one box containing 300 revolver cartridges.

On the 8th instant steamer *Keystone State* came up from Port Royal to us; we received from her one box containing revolvers, cutlasses, etc., and a small mail.

On the 20th instant the steamer *Albatross*, Captain Prentiss, came up alongside and delivered to us a small mail, and requesting me to get underway with the vessel and work down off the North Santee and anchor as near him as possible with safety, which request was duly complied with.

On the morning of the 21st, steamer *Albatross* got underway, running across our stern, hailed me, and requested me to drop in as near the entrance of the North Santee as possible with safety, as he was going up to Georgetown light-house. Shortly after leaving us he signaled to the *Norwich* to get underway and follow him. At 12 noon we saw them cross the bar at Bottle Channel, enter the river, and proceeded up out of sight. On the 22d, in the afternoon, the steamers came down the river near the light-house and anchored. On the following morning, at 8 a. m., we saw a flagstaff erected on the light-house, with the glorious flag of our Union attached to it.

On the morning of the 26th instant saw a small schooner working into the entrance of the North Santee River; as it was blowing a gale from N. E., with heavy squalls and much rain, with considerable sea running at the time, I deemed it imprudent to send boats to intercept her. In the afternoon she attempted to run out, and in so doing got aground on the south point of South Island. I fired one shot and two shells while she was aground, which fell but a short distance from her. The men on board of her hoisted a flag at her fore masthead and left her, 19 in number, going up near the fort, and remained there nearly one hour, when the tide rose and the schooner floated; they then returned to the schooner and got her underway and worked her up under the land and entered the river to Georgetown. While she was running up I fired

several shot and shell at her, which fell short. The day following I was informed by Captain Duncan, of U. S. S. *Norwich*, that the schooner was one that Captain Prentiss had taken up the river, fitted her out, and sent her on an expedition up the North Santee, about 10 miles to a rice mill to cut out the steamer *Seabrook*, which he supposed was lying there. On receiving the above information I felt very badly to think that I had fired on our own people, but I consider Captain Prentiss was very much to blame for not notifying me of his fitting out the above expedition. About sundown the same afternoon saw a schooner drop down out of the South Santee under a jib and anchor outside the entrance. I immediately sent two boats, one under charge of Acting Master J. W. Bentley and the other under charge of Mr. Molloy, master's mate. Doctor Mathews and Paymaster Strong volunteering their services, accompanied them, to intercept her, if possible. Shortly after the boats leaving it clouded up and became very dark. The boats pulled down as near as they could judge to the place where she anchored, and not seeing anything of her, anchored and lay until daylight next morning, when they found that she had escaped. They then returned to the ship.

On the afternoon of June 1 saw the steamer *Bricsson* bound south and sent two boats to communicate with her, but they could not come up with her, as she did not stop.

On the morning of the 3d instant captured the schooner *Mary Stewart*, hailing from Nassau, New Providence, $1\frac{1}{2}$ miles from the entrance of the South Santee. By papers found on board ascertained that she was from Nassau, New Providence, bound to St. John, New Brunswick, with a cargo of 308 sacks of salt, 1 case of paper, 1 box of soap, 1 barrel of mackerel, 10 kegs of soda, 6 barrels of salt (supposed to be saltpeter), 4 barrels of alum, 2 barrels of castor oil, and 1 box of tea. Her crew consisted of the captain and 6 men: S. L. Dexter, captain, H. Thompson, mate; Julius Potent, James Russell, L. A. Jackson, P. T. Roberts, and N. A. Wood, seamen. When our boats went alongside they found her deserted, with all sail set, the helm lashed to port, and the main boom guyed out on the same side. By appearance the crew had but just left her in their boat, as there was a large fire in the caboose, and coffeepot, cups, and sugar bowl standing on the companion way, as though they had just taken their coffee previous to leaving. We ran her up to the North Santee and there anchored her under my guns.

On the morning of the same date boarded the steamer *Massachusetts* from New York for Port Royal, and received fresh provisions and some later papers from her.

On the same night I put the boatswain's mate, O. B. Price, two men, and a boy on board the prize schooner *Mary Stewart* to take care of her. At 1 o'clock a. m. took a heavy squall from the southward, which lasted about one-half hour. When it lighted up, the prize was discovered to be underway, standing in for land. A few minutes after she tacked and stood out to sea. As her chain was short and very poor she parted them and lost both her anchors and chain. Those on board of her got her underway and stood out to sea to keep her from going on shore.

On the morning of the 5th instant we picked up five contrabands in the schooner's boat that we captured on the 3d, who made their escape from Mr. A. Blake's plantation on the mainland, near Cape Romain. One of them has been in the rebel service, on the steamer *Chesterfield* for nine months, who informs me that he is a good pilot in all the inland

creeks and rivers from the South Santee to Savannah, whose information I send you in a separate report.

I went ashore on the afternoon of the 5th instant, on the north end of Cedar Island and the south end of South Island, in company with Doctor Mathews and Paymaster Strong and a boat's crew. We entered some ten or fifteen houses on Cedar Island and found them deserted of inhabitants, with no furniture or anything whatsoever in them. We also visited a large stable on the same island, which had the appearance of having been lately used by cavalry. The only things we saw of note on that island were six colts. On South Island we examined the fort thoroughly, and it had the appearance of being intended for a very strong fortification, but, by the looks of it, it never was finished, and what is left of it is fast going to decay.

On the evening of the 6th the prize schooner returned and anchored near us, off the North Santee. It gives me much pleasure to recommend to your notice Boatswain's Mate C. B. Price for his energy and zeal in getting the schooner underway, after parting her chains and standing out to sea, and in returning her to a safe anchorage near us. I was obliged to take an anchor and chain from the bark to anchor her with, as she had nothing of that description on board.

On the afternoon of the 9th our boats went into the South Santee to Mr. William Lucas's rice mills, situated on the north end of Murphy's Island. They found there an old mulatto and his family and two old negroes in charge of the mill. The old mulatto informed Mr. Molloy, master's mate, that he was free, and was employed by Mr. Lucas to run the mill, receiving a yearly salary. He also informed Mr. Molloy that the steamer *Seabrook* and the schooner *Lucy Darling* were looked for daily from Nassau; also that there was a small steam tug up the Santee, which towed lighters from the different plantations to the rice mills and back, and he expected her down that evening to their mill. He says there are no troops on any of the islands in this vicinity, and gave one of the gig's crew the Charleston Courier of the 27th May, which paper I sent to Captain Prentiss. In the evening of the same date we saw a smoke, apparently of a steamer coming down the North Santee and go through a passage into the South Santee, nearly in a direction of Lucas's mills. At dusk I fitted out an expedition under charge of Mr. Bentley, who volunteered his services with Doctor Mathews and Paymaster Strong to capture her if possible. On their arriving at the rice mills they were informed that she had not been there, but she had gone down to the mouth of Alligator Creek, 1 mile to the southward of the South Santee, where there is more water than there is at the entrance of the South Santee. With five of the picket guard on board to look after the schooner *Lucy Darling*, in case she arrived, and tow her in, the boats then returned to the ship, where they arrived at 2 o'clock a. m.

On the afternoon of the 11th instant the U. S. S. *Western World*, Captain Gregory, from Port Royal, arrived off the entrance to North Santee River, South Carolina, for blockading purposes, and delivered our mail. He then ran in over Georgetown Bar and communicated with Captain Prentiss, of U. S. S. *Albatross*, who lies at anchor near the light-house. On the morning of the 13th, received dispatches and orders from Captain Prentiss for me to proceed with all possible despatch to Port Royal and deliver the dispatches to the flag-officer of the South Atlantic Blockading Squadron. I immediately got the vessel underway and proceeded to sea.

On the morning of the 14th, was spoken by the U. S. S. *Alabama* off Charleston.

On the 15th instant I arrived at this port and delivered my dispatches to you, according to orders received from Captain Prentiss.

I am, sir, respectfully, your obedient servant,

I. B. BAXTER,

Acting Volunteer Lieutenant, Commanding.

Commodore S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

P. S.—Enclosed please find report of contrabands who made their escape from Mr. A. Blake's plantation; and also Executive Officer J. W. Bentley's report of expedition to Lucas's mills.

[Enclosures.]

Report of contrabands picked up near South Santee River, South Carolina.

U. S. BARK GEM OF THE SEA,
Off North Santee River, June 5, 1862.

SIR: This morning, at 6:30, picked up a boat with five contrabands who report they made their escape from Mr. A. Blake's plantation on the mainland, near Cape Romain. The most intelligent man among them gives his name as Captain Blake, who states the following: He is a pilot, and has been in the rebel service, employed on the Confederate steamer *Chesterfeld*, for nine months, in and about Charleston. He left Charleston the 12th of last month, and came up to his master's plantation on Thursday night, the 15th of May. On Saturday morning, 24th, at 11 o'clock, a boat came ashore at the plantation with four men, who escaped from the steamer *Caroline*, from Nassau, which steamer was captured by some of our blockading vessels. The men were the captain, mate, and two pilots. On the 17th of May, at night, the steamer *Seabrook*, which has been running between Georgetown and South Santee all winter, attempted to go out the South Santee, and in so doing got aground. They sent two lighters from Blake's plantation on Sunday, 18th, and lighted her over the bar, and she put to sea on the night of Monday, 19th, in a heavy squall off the land. She was loaded with cotton and resin. On the night of the 26th, the schooner *Lucy Holmes* ran out from South Santee with a cargo of rough rice, bound to Nassau, New Providence.

Mr. Blake is an Englishman, and went to England one week after the taking of Fort Sumter. He (Blake) had, before leaving his plantation, between 600 and 700 slaves, but a great many had died from neglect and want of medicines, nearly one-half. There are now about 150 on the plantation, and 150 more have been removed back to the pine woods, which is called Hammond's Hall, and is about 2 miles from the plantation. About a mile farther back there is a picket guard of four cavalry stationed, and 3 miles farther still, the main body of troops are stationed, numbering 300 cavalry. The boat that the negroes came out in was the one belonging to the schooner *Mary Stewart*, which we captured on Tuesday last, the 3d of June. There were seven men on the *Mary Stewart* that went ashore to Blake's plantation in the schooner's boat, with their trunks and baggage, and were taken from thence to Charleston. Between the time of the steamer's leaving and the leaving of the *Lucy Holmes*, another schooner left, called the *Emma*, loaded with rough rice for Nassau, New Providence. These schooners were formerly engaged in conveying rough rice between this place and vicinity and Charleston and Savannah. Another man, giving his name as Robert, states he was one of Mr. Blake's slaves, and has been on his plantation all winter. The troops are about 7 miles

from the plantation and numbered three weeks ago 300 men or thereabouts, but one company has since gone to Charleston, but does not know whether any more have left since, or whether any new ones have arrived. They have a picket guard of four men in a hut about 4 miles this side of Sea Shore, the name of the place where the cavalry are stationed. The men arriving at Blake's plantation in a boat on the 24th that left the steamer *Caroline*, report that the *Seabrook* was spoken by the *Caroline* about twenty-four hours before she (*Caroline*) was captured. The overseer of Blake's plantation is a Scotchman named John McGinnis, and has been there seven years. The overseer goes out to the pine woods every night and is on the plantation in daytime only. The names of the contrabands are as follows: "Captain" Robert, Prince, John, and Michael; the last three are boys.

I am, sir, respectfully, your obedient servant,

I. B. BAXTER,

Acting Volunteer Lieutenant, Commanding.

Commodore S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

U. S. BARK GEM OF THE SEA,
Off North Santee River, June 10, 1862.

SIR: In obedience to your order of the 9th instant, I armed the crew of the first cutter (ten men, including a contraband pilot) and with Acting Assistant Paymaster Strong and Acting Assistant Surgeon Mathews, volunteers for the occasion, proceeded to the South Santee River for the purpose of capturing a small steamer which we saw running in that direction late in the afternoon. We left the ship about 7 o'clock and landed about half a mile from the mouth of the river about 10 p. m. We then cautiously approached Lucas's plantation and surrounded the house of his miller, a negro, who informed us that the steamer had not been there for some time, as there was no rice for her to carry away. Leaving two men to watch the house, the party then visited the rice mill and the landing near it, and after a thorough examination of the neighborhood satisfied ourselves that there was no steamer in that vicinity. We then returned to our boats and made the best of our way to the ship, where we arrived about 2 o'clock a. m.

Very respectfully,

J. W. BENTLEY,

Acting Master and Executive Officer.

Acting Volunteer Lieutenant I. B. BAXTER,

Commanding U. S. Bark Gem of the Sea.

Report of Flag-Officer Du Pont, U. S. Navy, regarding operations of the U. S. S. Huron against blockade runners, April 12-26, 1862.

FLAGSHIP WABASH;

Port Royal Harbor, S. C., May 1, 1862.

SIR: I have the honor to report that on the 12th ultimo a schooner attempted to run into Bull's Bay, but discovering the U. S. armed vessel *Onward*, she ran down the coast, when she was perceived by the *Huron* and chased on shore, where she became a wreck.

On the night of the 19th ultimo the *Huron* captured the schooner *Glide*, of and just out of Charleston, bound to Nassau, loaded with 100 bales of cotton, 5 tierces of rice in bags, and a quantity of flour.

Lieutenant Commanding Downes sent her to Philadelphia for adjudication. The mate of the captured vessel was left on board; the captain was sent north, I believe, by the *Connecticut*. The rest of the crew, the owner of the vessel, and a passenger were put on shore.

On the afternoon of the 26th Lieutenant Commanding Downes ran another schooner on shore at Bull's Bay. He endeavored to board her with his boats, but the sea was so high and the wind was blowing so strongly from the northeast that the boats could not approach her. She, however, was thumping heavily on the beach, with the sea breaking over her.

Lieutenant Commanding Downes, from my own observation as well as from the reports of Captain Lardner, has proved himself an earnest and energetic officer, and very efficient on blockade; but I regret to say that the machinery of the *Huron* is very much out of order, and will require at least twelve days to repair.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Abstract log of the U. S. S. Huron, Lieutenant Downes, U. S. Navy, commanding.

April 12, 1862.—At 7 a. m. slipped our chain and steamed in chase of a strange sail, which proved to be a schooner attempting to run the blockade. At 9 she ran on the beach. Fired 12 shells from the XI-inch gun and eighteen from the 20-pounder Parrott during the pursuit. At 9:25 returned to our anchorage.

Report of Acting Master Budd, U. S. Navy, commanding U. S. S. Ellen, regarding expedition to Jacksonville, Fla.

U. S. S. ELLEN,

St. John's River, Florida, April 12, 1862.

SIR: In obedience to your instructions, I went up to Jacksonville yesterday, and landed Judge Burritt and family under a flag of truce.

I found the place occupied by the State, or provisional forces (numbering about 300), under command of Lieutenant-Colonel Maxwell, who informed me that he was there for the sole purpose of preserving order and protecting the town from the acts of evil disposed persons, who might take advantage of the confusion occasioned by our evacuation to commit deeds of plunder and violence.

There was no flag flying, nor could I discover any intention on the part of the enemy to interfere with our occupation of the waters of the St. John's.

I am pleased to state that I was received and treated with the great-

est courtesy by Colonel Maxwell and the other officers of his command with whom I came in contact.

Very respectfully, your obedient servant,

WM. BUDD,
Commanding Ellen.

Lieutenant Commanding T. H. STEVENS,
Senior Naval Officer, St. John's River, Florida.

Report of Lieutenant Stevens, U. S. Navy, regarding matters connected with the withdrawal from Jacksonville.

U. S. GUNBOAT OTTAWA,
Off Mayport, [Fla.], April 13, 1862.

MY DEAR CAPTAIN: Upon consultation with General Wright, who had orders to evacuate Jacksonville, I withdrew the naval forces to this place, my reason being to prevent the destruction of property which belonged to Union people, rendered probable by a conflict with the land forces of the rebels; of this I have informed the flag-officer. At the same time, when the *Ellen* returned the day before yesterday to Jacksonville to land Mr. Burritt and family, who had come on board the *Ottawa* for protection, I directed Captain Budd to display the white flag only when appearing off the place, and to haul it down as soon as his mission was fulfilled. This was done to signify to the enemy that we claimed and intended to hold, if desirable, possession of the entire river, and at the same time afford protection to the oppressed. It is, it appears to me, the wisest course to pursue for the present, but as the whole condition of things has been changed by the evacuation of Jacksonville, I shall go in a day or two with the *Ottawa*, *Ellen*, and *America* to Port Royal to learn the flag-officer's wishes and policy. You are aware when we first entered the St. John's the flag-officer intended and so instructed me to make an armed reconnoissance as far as Jacksonville; this accomplished, I was directed to return, leaving a vessel at the mouth of the river for blockading purposes, with orders from the commanding officer to report to you whatever information he might have. These original instructions I shall now act under and will leave here the *Pembina*.

This will be handed to you by S. L. Burritt, esq., a personal friend of mine, and one of the most influential citizens of Florida. He goes to Fernandina in company with several prominent citizens, all of whom I know have been quite peaceable and unoffending citizens, who have taken no active part in the rebellion, to endeavor to secure some property which has escaped from them in some of the transports which were at Jacksonville. Captain Bankhead says he heard General Wright give the order to put all the negroes on shore before leaving, and that afterwards they were enticed on board by the soldiers. Of course, our relations to the subject are very delicate, but at the same time it appears to me to be an easy matter for the commanding officer, without taking any active part in remanding them, to allow owners to take them. I can assure you, and so will Judge Burritt, that the policy pursued by us in the noninterference of property was rapidly producing a reaction of feeling, which would, in a short time, have converted a majority of the citizens of the State to the Union cause, and now by refusing to carry out this policy I am very well satisfied that the great advantages gained on securing the confidence of the people and divesting them of

erroneous impressions will be more than lost, not only as it affects the Union cause here, but throughout the South. In view of this, will you give Judge Burritt whatever assistance you can in effecting the object of his visit? He has been of great service to me in the attempt I made, and was doing so well in his efforts to bring back people to their senses. I am sorry to trouble you, but the good of the cause will, I hope, as a motive with me, be sufficient.

I shall leave Bankhead with an ample supply of provisions and coal.

If you have any mails for us, will you please send them to Port Royal? A telegraph dispatch lately received at Jacksonville says Beauregard, after having driven Grant back near Corinth, has in turn retreated.

Very truly, yours,

T. H. STEVENS,
Lieutenant, Commanding, U. S. Navy.

Commander P. DRAYTON,
Commanding U. S. Naval Forces in the Waters of the St. Mary's.

Letter from Flag-Officer Du Pont, U. S. Navy, to the Chief of Bureau of Construction and Repair, reporting the arrival of coal for the squadron.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 13, 1862.

SIR: I have the pleasure to inform the Bureau that coal sufficient to supply all the vessels of my squadron has arrived, and in order to save the great expense of keeping the steamers *Marion* and *Fulton* here until my vessels can come in from the blockading stations, I have offered to return to the army 2,000 tons.

I would recommend that future shipments to keep up the weekly supply required be made in schooners and not, as at present, in steamers and barks.

Very respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

JOHN LENTHALL, Esq.,
*Chief of Bureau of Construction, Equipment, and Repair,
Washington, D. C.*

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, responding to request for additional vessels.

NAVY DEPARTMENT, *April 14, 1862.*

SIR: The Department has received your letter of the 3d instant, asking to be furnished with four more vessels of light draft, and informs you that your request shall be complied with as soon as the movements about Hampton Roads are finished.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Flag-Officer Du Pont, U. S. Navy, announcing the arrival of United States vessels at Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 14, 1862.

SIR: I have the honor to report that the *Vermont* arrived off the bar yesterday and will probably be towed into the harbor to-day. The rudder, etc., for her have arrived.

I have also to report that the *Bienville*, Commander Mullany, and the U. S. S. *Wamsutta*, Lieutenant Commanding Semmes, came into port this morning.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Collins, U. S. Navy, recalling the U. S. S. O. M. Pettit to Port Royal, S. C.

WABASH, April 14, [1862].

SIR: The want of the tugs is so pressing just at this time that I am forced to recall the *Pettit*.

You will please send her to Port Royal as early as possible.

Respectfully, etc.,

S. F. DU PONT.

Lieutenant Commanding N. COLLINS,
Unadilla, Wright's River.

P. S.—I thank you for the scraps from Southern papers. I hope to reply to your official letters soon and to be able to recall you with your vessel to Port Royal in a few days.

S. F. D. P.

Report of Commander Drayton, U. S. Navy, requesting the restriction of the sale of intoxicants on trading vessels.

U. S. S. PAWNEE,
Fernandina, April 14, 1862.

SIR: I beg leave to call your attention to an evil which has already become very great, and which will undoubtedly go on increasing unless a remedy is speedily applied, that is the trading schooners which come with stores to the squadron under permits from the Secretary of the Treasury, but which are fast becoming in spite of every precaution more or less floating grogshops. The *R. R. Higgins* carried on a most disgraceful trade in almost poisonous liquors, retailed at most exorbitant prices to the sailors, until detected and sent off, but not until considerable mischief had been produced both ashore and afloat, and I do not think that either vessel or Captain Berry should be permitted again to have intercourse with your squadron.

I would suggest, as the best remedy for the evil, that no one bringing a cargo of which spirit formed a part should be allowed to remain in any port under your control, or, what would perhaps be better, that the

Secretary of the Treasury be requested not to grant trading permits under such circumstances. This would be no hardship to the only class of persons really having the power to purchase, the officers, as the liquor is of such a character that they would scarcely make use of it, and it is usually sold at such enormous profit that they could get a drinkable article for a less sum through Adams Express.

As my eyes are now open to the traffic, I think that for the future I shall be able, to a considerable extent, to stop it, but still am satisfied that the only thorough remedy is to be applied at home in the way that I have suggested, the ingenuity which is brought to bear in the smuggling on shore of liquor, which, although worth only 10 cents, can readily be sold for \$2 a bottle, being almost more than a match for any amount of watchfulness.

Very respectfully, your obedient servant,

P. DRAYTON,

Commander, Senior Officer at Fernandina.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Squadron, Port Royal.

Joint reconnoissance to Seabrook's Island, April 14, 1862.

Abstract log of the U. S. S. *Pocahontas*, Lieutenant Balch, U. S. Navy, commanding.

April 14, 1862.—From 8 to 12 meridian: Sent our boats ashore and brought off troops. At 11 a. m. got underway and stood down the harbor. Commenced to rain very hard. At 12:10 p. m. anchored in 10 fathoms. At 3:30 p. m. a detachment of troops from the Third New Hampshire and Fifty-fifth Pennsylvania regiments, under Captain Van Brunt, with a detachment of marines, with the launch's crew, with the howitzer, under the command of Acting Master Phoenix, and the first cutter's crew in the flatboat under Acting Master McGlensey, covered by the guns of the *Pocahontas*, landed to make a reconnoissance on Seabrook's Island, [North Edisto River]. At 7:15 p. m. boats returned; got howitzer and ammunition on board and got ready for getting underway. At 8:20 got underway and stood upstream. At 8:45 came to off steamboat landing. Put the troops ashore in our boats.

Report of Colonel Fellows, U. S. Army.

HEADQUARTERS UNITED STATES FORCES,
Edisto Island, S. O., April 15, 1862.

LIEUTENANT: I have the honor to report the following for the information of the commanding general:

A reconnoissance on Seabrook's Island was made yesterday under the cover of the gunboat *Pocahontas*. The force consisted of a portion of the Third New Hampshire Volunteers and United States marines from the *Pocahontas*, covering ground which had not been visited by us before, and advancing within a mile of the village of Rockville. It is evident there has formerly been a large picket stationed on the island, but has been withdrawn, there being no evidence of any of late. The rebel picket can be seen at different points between Rockville and Church Flats. A reconnoissance will soon be made by the *Pocahontas* to Church Flats to ascertain, if possible, the force there. From the intelligence I get from contrabands, this is among the best approaches to

Charleston. The distance to Church Flats is 5 miles; from there to Charleston, 15 miles. It is reported a battery of four guns exists at Church Flats. The Charleston and Savannah Railroad is but 2 miles from Church Flats. No intelligence has been received of late from the mainland, but I shall use every endeavor to obtain all the intelligence I can.

It was reported yesterday morning that the enemy were erecting earthworks at Watt's Out, on Jehossee Island. I immediately ordered the point to be shelled, and sent a detachment from the Third New Hampshire Volunteers, under cover of artillery, on the island. The earthworks proved to be simply a shelter for the picket stationed there. I propose to make a reconnoissance in force on the island in a few days, and am in hopes to capture a few of the enemy on picket opposite Little Edisto Island.

I am, very respectfully, your obedient servant,

E. Q. FELLOWS,

Colonel Third New Hampshire Volunteers, Commanding Post.

Lieutenant A. B. ELY,

Acting Assistant Adjutant-General.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Mullany, U. S. Navy, commanding U. S. S. Bienville, to proceed to Mosquito Inlet, Florida, carrying coal and supplies.

FLAGSHIP WABASH,

Port Royal Harbor, April 15, 1862.

SIR: You will please proceed with the U. S. S. *Bienville* under your command off the bar of Mosquito Inlet, East Florida, where you will find the *Penguin* and *Henry Andrew*, the latter inside the bar.

Lieutenant Commanding Williamson is in want of coal and supplies; the requisitions for both vessels will be filled and sent to the *Bienville* for them. Will you please fill up both vessels?

After performing this service, you will proceed to Charleston and report for blockading duty to Captain J. L. Lardner, of the *Susquehanna*.

On your way down, call off the St. John's Bar, and if you can draw a boat out from the *Ottawa*, or any vessel lying at Mayport Mills, send the accompanying dispatch in to Lieutenant Commanding Stevens.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. R. M. MULLANY,
U. S. S. Bienville, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Ammen, U. S. Navy, commanding U. S. S. Seneca, to relieve Lieutenant Stevens, U. S. Navy, in St. John's River, Florida.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 15, 1862.

SIR: You will please proceed with the *Seneca* under your command to the St. John's River and relieve Lieutenant Commanding Stevens as senior officer of the naval force there.

As Lieutenant Commanding Stevens' relief will probably be here in the *Rhode Island*, you will please say to the former that I desire him to return to this port with the *Ottawa*.

You will receive from Lieutenant Commanding Stevens such directions as his recent experience and valuable services in the St. John's River will enable him to impart. Until I can consult him myself, and receive accurate information of the condition of things in that river and at Jacksonville since the unfortunate withdrawal of the army forces, it is impossible for me to give you more definite instructions, but whilst carefully guarding your command, I desire that you will dispose of it in such a manner as will produce the greatest moral effect and give all the aid and comfort you can to Union people.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Lieutenant Commanding D. AMMEN,

U. S. Gunboat Seneca, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, commanding U. S. S. Florida, to proceed to blockade duty in St. Simon's Sound, Georgia.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 15, 1862.

SIR: You will please proceed with the least delay in the *Florida* to St. Simon's Sound and take charge of its blockade and of the surrounding waters extending to the northward as far as St. Catherine's, where, I learn, a small vessel lately succeeded in entering, between these points on the Altamaha (Darien), Doboy, and Sapelo, which will have to be looked to.

You will direct Commander Lanier to proceed without delay off Charleston and report to Captain Lardner for blockading duty.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Commander J. R. GOLDSBOROUGH,

U. S. S. Florida, Port Royal, [S. C.]

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. bark Restless, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, [S. C.], April 15, 1862.

SIR: You will please proceed to-morrow with the *Restless* under your command off Charleston and report to Captain Lardner for blockading duty.

You will please suggest to Captain Lardner what you have recommended to me—the propriety of covering the coast between the Rattlesnake Shoal and Caper's Island.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Acting Volunteer Lieutenant E. CONROY,

U. S. Bark Restless, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Rhind, U. S. Navy, commanding U. S. S. Crusader, to assume the charge of affairs in North Edisto River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 15, 1862.

SIR: You will please proceed with the *Crusader* under your command, to-morrow if possible, to North Edisto and resume the charge of those waters, directing Lieutenant Commanding Balch to leave with all dispatch and report to Captain Lardner for blockading duty off Charleston.

Your experience off Edisto and the efficient manner in which you have performed your duties there, and the probability of more active operations in that quarter, induce me to send you back. So soon as I can withdraw the *Hale* from Wall's Out, a 7-foot vessel, in which I will put a rifled gun, I will dispatch her to you. While, as a matter of course, you will give all the assistance and support you can to any military operations there, you will be the sole judge of the propriety of such cooperation.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. C. RHIND,
U. S. S. *Crusader*, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Semmes, U. S. Navy, commanding U. S. S. Wamsutta, to report for duty in St. Simon's Sound.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 15, 1862.

SIR: You will please proceed with the U. S. S. *Wamsutta* under your command to St. Simon's Sound (Brunswick) and report to Commander Lanier, of the *Alabama*, for duty in the inland waters connected with the sound.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding ALEXANDER A. SEMMES,
U. S. S. *Wamsutta*, Port Royal.

Letter from Lieutenant Stevens, U. S. Navy, to Colonel Davis, U. S. Army, regarding conduct in relation to the property of unoffending citizens in vicinity of St. John's River, Florida.

U. S. GUNBOAT OTTAWA,
Off Mayport, April 15, 1862.

SIR: Your note by the hand of Mr. Pierson did not reach me in time to reply to on his return.

I now avail myself of the opportunity which the return of Captain Steele affords, to express to you my regret that the course of conduct I have endeavored to pursue as commanding officer of the naval forces in the waters of the St. John's, in relation to the property of unoffending citizens, should have been capable of misconstruction by anyone.

Rest assured, sir, no encouragement or inducement has been offered on my part, or on the part of any officer or man under my command, to entice slaves away. My orders are stringent upon this subject and I know of no violation of them.

Your obedient servant,

T. H. STEVENS,

Comdg. U. S. Naval Forces in the Waters of the St. John's.

Colonel W. G. M. DAVIS,

Colonel, Commanding Provisional Forces, East Florida.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Crocker, U. S. Navy, commanding U. S. S. Kensington, to proceed with dispatch to report to Flag-Officer Farragut, U. S. Navy.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 16, 1862.

SIR: Having completed your repairs of engine and rudder, and having been supplied with coal by the recent arrivals, you will please proceed with the *Kensington* to the execution of your orders from the Navy Department, and report to Flag-Officer Farragut.

I take this occasion to say that during your unavoidable detention here you have rendered important service to several vessels of my squadron by furnishing them with a supply of fresh water from your condenser, and as I am sure that a similar service will be much desired in the squadron of Flag-Officer Farragut, I recommend your using the utmost dispatch in proceeding thither.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Acting Master F. CROCKER,

U. S. S. Kensington, Port Royal.

Letter from the Secretary of the Navy to the Secretary of the Treasury requesting a permit for a cargo of provisions for the naval forces at Port Royal, S. C.

NAVY DEPARTMENT, *April 16, 1862.*

SIR: I have the honor to inform you that the naval forces at Port Royal, S. C., are in need of live stock, fresh vegetables, and supplies, and other articles of minor importance essential to their comfort, and that an application has been made to the Department by Mr. H. S. Sedgwick, of New York, for permission to send a cargo of such articles to them. He proposes to load his vessel with cattle, potatoes, onions, turnips, apples, and other vegetables, ice, fresh meats, flour, hams, bacon, preserved meats, milk, molasses, sugar, butter, tobacco, cheese, clothing, hats, boots and shoes, cigars, pipes, coffee, tea, and chocolate.

I have, therefore, to request that Mr. Sedgwick may be permitted to clear a vessel from New York for Port Royal, with such articles as are enumerated above, with restrictions not to trade with or supply any portion of his cargo to any other persons than those in the service of the Army or Navy of the United States, nor to carry out in his vessel any spirituous or intoxicating liquors whatever, under a penalty of a

forfeiture of his vessel and cargo, or any other penalty you may think more judicious to impose.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Report of Lieutenant Collins, U. S. Navy, regarding request of Brigadier-General Viele, U. S. Army, for the movement of gunboats from Wright's to Savannah River.

U. S. GUNBOAT UNADILLA,
Wright's River, South Carolina, April 16, 1862.

SIR: General Viele has requested that the gunboats here may be moved into the Savannah River, to offer additional inducements to the rebels for more effectually obstructing the channel, which has been partially done since the fall of Pulaski.

I respectfully desire your authority to comply with his wishes.

I have the honor to be your obedient servant,

N. COLLINS,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from Brigadier-General Benham, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, requesting the presence of a gunboat in North and South Edisto.

HDQES. NORTHERN DISTRICT, DEPARTMENT OF THE SOUTH,
Hilton Head, April 16, 1862.

SIR: Would it meet your views and would it be practicable for you to send a gunboat of light (7 feet) draft to North Edisto? I have had repeated and urgent solicitations for one to be stationed there. If this could be done, and especially if another similar one could be stationed at South Edisto, I am quite sure that the passage to those islands could be held securely against any attack of the enemy.

Very respectfully, your obedient servant,

H. W. BENHAM,
Brigadier-General, Commanding.

Flag-Officer DU PONT,
Commanding South Atlantic Blockading Squadron.

Operations of the U. S. S. Seneca and other vessels in St. John's River, Florida, April 16 to May 3, 1862.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of Lieutenant Ammen, U. S. Navy, commanding U. S. S. Seneca.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 6, 1862.

SIR: I have the honor to transmit to the Department the report of Lieutenant Commanding D. Ammen, the senior officer in the St. John's River, with some enclosures.

The Department will not fail to see how energetically and intelligently this officer has held control of the waters of the St. John's, notwithstanding the withdrawal of the troops from Jacksonville; this too, with so small a force, which has, however, penetrated again up to Picolata.

I commend him to the special notice of the Department.

Lieutenant Commanding Nicholson, in the *Isaac Smith*, was detained over three weeks at St. Augustine before it was possible for him to get over the bar. He entered the St. John's River, however, on the 4th instant, as I am informed by a letter just received from Commander Drayton, who also announces the arrival at Fernandina of the refugees alluded to by Lieutenant Commanding Ammen.

I am, very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Ammen, U. S. Navy, commanding U. S. S. Seneca.

U. S. GUNBOAT SENECA,

Mayport Mills, St. John's River, Fla., May 3, 1862.

SIR: I have the honor to report that, in obedience to your orders dated April 15, the *Seneca* left Port Royal on the 16th and arrived off St. John's Bar the next day at noon.

Lieutenant Commanding Stevens, of the *Ottawa*, sent a pilot, who went on shore again and returned the following morning, stating that he had sounded coming off, and although rougher than he liked, yet he could take the vessel in without injury. We struck heavily, however, a report of which is forwarded in obedience to general order.

I found the *Ottawa*, *Pembina*, and *Ellen* inside the bar; and on communicating with Lieutenant Commanding Stevens learned that on a personal inspection of the *Ellen* he deemed her return to Port Royal a necessity.

On the 19th the *Ottawa*, towing the yacht *America* and accompanied by the *Ellen*, went to sea, followed by three or four schooners that had remained ten days for a fair wind.

On the 20th the *Seneca* and *Pembina* got underway; the latter anchored above St. John's Bluff, with orders to return to the mouth of the river the following morning, unless heavy firing was heard in the vicinity of Jacksonville.

We proceeded up the river, and when abreast of Jacksonville observed a number of men, some of whom were reported bearing muskets. At sunset we anchored 10 miles above.

On the morning of the 21st we stood up the river. When near Picolata we saw a high-pressure steamer coming down. We chased under all sail and steam, but the shoal water impeded our progress, and when up with the Orange Flats I regarded further pursuit as futile, and we returned to the terminus of the St. Augustine Railroad.

On the 22d we went down the river. On passing Jacksonville a company of sixty or a hundred, who had formed, hastily withdrew, but sentries appeared at various points and groups of men, evidently soldiers or officers, demanded our forbearance by the presence of women and children. About sunset we anchored near the pilot houses at Mayport and found the *Pembina*.

At sunrise of the 24th we got underway and, accompanied by the *Pembina*, proceeded off Jacksonville, anchoring abreast the lower saw-mill, or within 10-second range of the entire town. Before anchoring, a woman in a boat made signs, and on her getting alongside we found her the wife of a man named Vandergrift, who, with his father, had sought our protection several days before. She insisted that she had been abused and that her life had been in danger from the fact that her husband had joined us. I therefore took her on board, landing her at this point.

About the time of leaving the river Lieutenant Commanding Stevens had stated to me that it was supposed that a small steamer had come down to Jacksonville; this was confirmed from various sources. The boat was sent up again in great haste, without landing two heavy pieces of artillery that she had on board.

On the 25th a man named Hall was observed pulling by the vessel, and was captured by us. He bears the character of being a regulator, a gang of marauders who have committed enormities for sometime past. He was placed in double irons and told that he would suffer for any further crimes committed against Union people along the river.

On the afternoon we went to the mouth of the river and the following morning received on board three deserters from Captain Steele's company. The *Pembina* went up the river to Picolata, and the following evening both vessels anchored again at our usual point just below Jacksonville.

On the 27th a flag of truce left the town and was, after some delay, received by us. The object was to deliver a letter to Hall and to state formally that he was a soldier. I stated that I was aware that he belonged to Captain Steele's company, that I had apprehended him by name, and that he was a reputed "regulator." However, as he had been the object of a visit, I would be circumspect in relation to him, and that he would receive no punishment without trial and conviction by court-martial. I asked the officer whether many women and children were still in Jacksonville. He stated that many remained; and I then asked him to give my compliments to the commanding officer and say that I thought an early removal of them would be advisable.

Two hours later another flag of truce was received by us, bearing a letter, of which the enclosed (marked "A") is a copy. The following morning I sent Lieutenant Sproston with a flag of truce bearing a letter, marked "B." The commanding officer stated to Mr. Sproston that none of the eventualities specified would occur.

On the 28th the *Seneca* and *Pembina* weighed anchor, the former going up and the latter down the river to the bar. We anchored well in under a point near Picolata, but saw no steamers attempting to pass down.

On the evening of the 30th both vessels anchored again off Jacksonville. The town had every appearance of being almost entirely deserted.

The following morning the *Seneca* proceeded to the bar, hoping to find the *Isaac Smith* or some other vessel assigned to these waters, but as yet none has arrived. I believe it probable that the rebels wish to use Black Creek for the purpose of transporting guns or other heavy burdens, and therefore a vessel above the mouth appears necessary, and another at the mouth of the St. John's seems advisable. This occupies the present force and leaves the vicinity of Jacksonville unoccupied, except upon the occasional removal of the vessels from the other points.

There are at this time about twenty persons at Mayport Mills—families of refugees and of the soldiers who deserted. They are wholly destitute, and I am obliged to feed them or see them starve.

Coming from Jacksonville this morning I seized upon a large sailboat, which I will employ in sending them to Fernandina to-morrow, if the weather is favorable.

The *Pembina* is now above the mouth of Black Creek, and will remain there four days, when she will again meet this vessel at Jacksonville.

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

DANIEL AMMEN,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure A.]

HDQRS. FOURTH REGIMENT FLORIDA VOLUNTEERS, O. S. A.,
Jacksonville, April 27, 1862.

SIR: Major Bowen, of the Fourth Florida Regiment, informed me this morning [that] the removal of women and children from this city would be agreeable to you as it is equally so to me.

I take this occasion to inform you that by Thursday night next the object will be effected, providing conveyance can be found for the purpose, of which you shall be duly notified.

Families desiring to move up or across the river in boats or lighters, it is supposed, will not be interfered with.

I am, sir, respectfully, your obedient servant,

EDWARD HOPKINS,
Colonel, Commanding.

[Enclosure B.]

U. S. GUNBOAT SENECA,
Off Jacksonville, Fla., April 28, 1862.

SIR: I received your note yesterday by the hands of Major Bowen. The removal of women and children from the immediate presence of hostile forces is always desirable, and as I had made my appearance here several days ago I supposed by this time few remained.

If it is not your object to erect batteries within 1 statute mile of the city, or to throw large masses of men into it, or if we are not fired upon in the vicinity, no danger need be apprehended by the peaceable inhabitants, and a removal will not be necessary.

If, however, any of the eventualities specified are in contemplation, I advise the earliest removal of all who do not expect to share the fate of those who are in arms.

As I indicated verbally the above points at the time of the receipt of your note, I trust that they have already received your full consideration, and that an early if not an immediate answer may be given.

Very respectfully, your obedient servant,

DANIEL AMMEN,
Lieutenant, Comdg. Naval Forces, St. John's River, Florida.

Colonel HOPKINS,
Colonel, Commanding Forces at Jacksonville.

Report of Lieutenant Sproston, U. S. Navy, giving the result of an interview, under flag of truce, with the senior Confederate officer at Jacksonville, Fla.

U. S. GUNBOAT SENECA,
Off Jacksonville, Fla., April 28, 1862.

SIR: I have the honor to report that in obedience to orders I conveyed the dispatch intrusted to my charge under a flag of truce, to Colonel Hopkins, of the Fourth Florida Regiment, senior rebel officer in Jacksonville.

Colonel Hopkins read the dispatch attentively, and stated in reply that he did not wish to be the cause of or to witness the destruction of property; that women and children should not be made to suffer the privations of war where it could be prevented; consequently, that no batteries would be erected within the distance of a mile above or below the town. In alluding to the congregating of armed men in numbers on the bank of the river, he gave me to understand that it was done without his knowledge. He also disavowed the acts of bands of regulators, and mentioned that a late illness from which he had suffered had prevented his making enquiries into local matters.

I observed while on shore that the stores in Jacksonville were closed; the place having generally a deserted air. I did not see more than fifty soldiers off duty, and the sentry posts were at long intervals. Nothing appertaining to great guns or field artillery was visible.

- Very respectfully, your obedient servant,

J. GLENDY SPROSTON,
Lieutenant.

Lieutenant Commanding DANIEL AMMEN, U. S. Navy,
U. S. S. Seneca, Comdg. U. S. Naval Forces, St. John's River, Fla.

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Ammen, U. S. Navy, expressing approval of the conduct of affairs in St. John's River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 6, 1862.

SIR: I received last night your interesting dispatch of the 3d instant, and desire to express to you the satisfaction I have felt at the course you have pursued in the St. John's River.

I have enclosed your report to the Department, calling its especial attention to it.

I have heard that the *Isaac Smith* has joined you and I dispatch this day the steamer *Patroon*; she will be able to cross the bar without much difficulty.

The *Massachusetts* will follow her with supplies to-morrow morning, calling at Wassaw, Brunswick, and Fernandina. I think the *Patroon* will enable you to communicate with her. Whatever the *Massachusetts* has for distribution which you may require, or which Lieutenant Commanding Cooper can spare, you can obtain, having a due regard to proper requisitions, receipts, etc. You can also place any sick on board of her.

Should affairs, in your judgment, authorize it, and the presence of the *Isaac Smith* and the *Patroon* be deemed sufficient, you can send the *Pembina* up here to report to me. I enclose you a copy of my dispatch to the Secretary of the Navy.

Commending your energy, but at the same time enjoining the exercise of a sound discretion,

I remain, respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding D. AMMEN,
U. S. S. Seneca, St. John's River, Florida.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Collins, U. S. Navy, to dispatch the U. S. S. E. B. Hale to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 17, 1862.

SIR: You will please dispatch at once to this anchorage the *E. B. Hale* to report to me.

I must express my surprise at finding officers from your command over on a visit to Fort Pulaski on Tuesday last, at a moment, too, when the rebel steamers were near your station, and were being fired at by the fort or by the gunboats.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding N. COLLINS,
U. S. S. Unadilla, Wright's River.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Benham, U. S. Army, regarding the dispatching of the U. S. S. E. B. Hale to North Edisto River, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, April 17, 1862.

GENERAL: In accordance with the request in your letter, I have sent for the *E. B. Hale*, now at Wall's Out, which I will dispatch to North Edisto. She is the only efficient armed vessel of 7 feet depth in my squadron, and I propose to give her a rifled gun besides.

I am, general, very respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Brigadier-General H. W. BENHAM,
Commanding Department of South.

Letter from Brigadier-General Viele, U. S. Army, to Lieutenant Collins, U. S. Navy, requesting cooperation in holding Savannah River.

HEADQUARTERS U. S. FORCES,
Savannah River, April 17, 1862.

CAPTAIN: I purpose, if I can obtain your kind cooperation, to sink the hulk I have at Cooper River across the channel of Mud River, above the dock at Jones Island. This will relieve the gunboat at that point.

After that a gunboat in the Savannah, between Jones and Long islands, and one near the mouth of New River, will be all sufficient to hold this position against the whole State of Georgia, now that the fort has been returned to its rightful owner.

As they are very busy sinking vessels in the river near Fort Jackson, I have thought it would be a good way of expediting their laudable efforts to shut themselves in by making a demonstration in the river to-morrow or next day, with an apparent intention of going up at night. This will cause them to sink everything they have left in a great hurry, to repent of their folly at leisure. Please to let me know what you think of it.

Very respectfully,

EGBERT L. VIELE,
Brigadier-General.

Captain COLLINS,
Commanding, etc.

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Collins, U. S. Navy, giving authority to proceed into the Savannah River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 17, 1862.

DEAR SIR: I have, at a late hour, your letter of this date, asking authority to go into the Savannah River. You can do so, using proper caution and vigilance.

The *Hale*, however, I must have, as the general requires her at North Edisto.

In haste, yours, truly,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding COLLINS,
U. S. S. Unadilla.

Report of Lieutenant Nicholson, U. S. Navy, explaining his inability to cooperate in the defense of St. Augustine.

U. S. S. ISAAC SMITH,
St. Augustine, Fla., April 17, 1862.

SIR: Having heard, on the morning of the 9th instant, of the evacuation of Jacksonville, and of its having been taken possession of by a force of rebels, I made all necessary preparations for aiding Colonel Bell in the defense of this town, his force having been quite small.

As many of the Union families expressed a wish to come on board of this vessel in case of an attack, I freely offered all who desired it a refuge.

On the 10th Colonel Bell placed the town under martial law.

On the evening of the 11th instant he was reinforced with four companies of his regiment, and therefore is now in condition to defend the town without my aid.

It has been blowing freshly from the eastward (with but an interval of a few hours) since the 8th instant, making a heavy sea on the bar, rendering it impossible for this vessel to cross. Since the 11th instant

we have had full tides of 10 feet, but the pilot will not attempt to take us out so long as the breakers are so heavy. It has been a source of much annoyance to me that I have been unable to comply with your orders of the 5th instant. I have personally examined the bar myself on two occasions, and am satisfied that there is no chance of getting outside until the heavy breakers, which at present are continuous the whole length of the bar, are moderated either by change of wind or a calm. Having received no answers to my communications of the 8th and 9th instant, I would respectfully suggest that if it meet your views I should tow the two vessels I have here to Port Royal, especially as I must have coal and some other articles.

I neglected to mention in my last that the prize schooner had on board the oakum for the Confederate gunboat which was burned at Jacksonville.

Accompanying this is a list* of articles on board of this vessel taken from prize schooner; also a letter in regard to the condition of this vessel.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron, Port Royal.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Benham, U. S. Army, requesting information regarding reported engagement at Wilmington Island, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C. April 17, 1862.

GENERAL: I had written an order to withdraw one of the four vessels at Wassaw, when I learned there had been some encounter with the enemy on Wilmington Island.

I immediately suspended the order and write to ask you if there be any foundation for the report, and what your wishes would be.

Very respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Brigadier-General BENHAM,
Commanding Northern Division.

Letter from Brigadier-General Benham, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, proposing cooperative measures in the Savannah River and reporting casualties at Wilmington Island.

HILTON HEAD, *April 17, 1862.*

SIR: I have the pleasure of saying in reply to your letter of this date that there will be no objection to withdrawing the one gunboat, as you propose, from Wassaw. But as General Hunter and myself feel that it may be important to keep the enemy on the alert at Savannah we would be glad if you would spare as many as you can conveniently of those

* Not found.

least valuable for your other purposes, which boats might, without much exposure to themselves, by constant movements as if of reconnoissance, if so directed by yourself, keep the enemy either from any approaches toward us here or from diverting his troops to Charleston.

The reconnoissance, or the affair you heard of, it seems, was made by the order of Acting [Brigadier] General Gillmore to Wilmington Island by Lieutenant Wilson, Topographical Engineers, escorted by 400 men of Colonel Fenton's Eighth Michigan. They lost 10 or 12 killed and 35 wounded, as reported to me, and our men claim to have driven a regiment of 800 men to the extreme point of the island, holding the battle ground for three hours and returning unmolested. I am not satisfied yet to express an opinion on the matter.

I have the honor to be, very respectfully, your obedient servant,
H. W. BENHAM,
Brigadier-General.

Flag-Officer S. F. DU PONT, U. S. Navy,
U. S. S. Wabash, Port Royal Harbor.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, to dispatch a vessel to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, April 17, 1862.

SIR: The fall of Pulaski will enable me to withdraw a vessel from Wassaw.

Please send to this port either the *Norwich* or *Wyandotte*, whichever you can best spare.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
Senior Officer, Wassaw.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy regarding the movements of supply vessels and squadron limits.

NAVY DEPARTMENT, *April 17, 1862.*

SIR: The steamers *Rhode Island* and *Connecticut* will hereafter supply the Gulf squadrons only. They will, however, touch at Port Royal both going and returning.

The steamer *Massachusetts* will supply the Atlantic blockading squadrons. She will proceed as far south as you may require. The Department has not, I believe, heretofore advised you that the limits of the East Gulf Blockading Squadron extended to Cape Canaveral.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commander Lanier, U. S. Navy, regarding colony on St. Simon's Island, and transmitting report relative to expedition to St. Catharine's Sound in search of escaped blockade runner.

U. S. S. ALABAMA,
St. Simon's Sound, Georgia, April 18, 1862.

SIR: In my last dispatch I mentioned my intention of sending an armed boat to the *Potomska* for the purpose of seizing the vessel which had run into St. Catharine's Sound. I enclose you a copy of Lieutenant Commanding Watmough's report.

The colony on St. Simon's has largely increased since I have been here; it now consists of 60 men, 16 women, and 13 children; total, 89.

They have planted at this time about 80 acres of corn and several acres of potatoes and beans. I obtain from Jekyl Island, where there are about 50 cattle, beef for them, and the rebel Colonel Spaulding's barn on Sapelo supplies corn. As yet the colony has been no expense to the Government.

I have removed the railroad iron from the forts on Jekyl Island. There are 960 bars of this iron.

I regret to state that the U. S. S. *Florida* has arrived to relieve me from my agreeable duty on this station, bringing me your orders to proceed off Charleston and report to Captain Lardner; in obedience to which order I shall leave this port in the morning and report to Captain Lardner, off Charleston.

I am, very respectfully, your obedient servant,

E. LANIER,
Commander.

Flag-Officer SAML. F. DU PONT,
Flagship *Wabash*, Port Royal Harbor, S. C.

[Enclosure.]

U. S. S. POTOMSKA,
Doboy Sound, April 11, 1862.

SIR: I avail myself of the return of your boat to inform you that in obedience to your order of yesterday's date I left Doboy Sound last night at 1 a. m. and reached St. Catherine's Sound this morning at sunrise without accident or delay. No vessels being there, we communicated with some old contrabands at a Mr. Hargraves' (Waldeburg) [Walburg] plantation, and found that the brig, an English one, had passed there a week or ten days since, having entered at Sapelo, and from thence passed through the inland waters to Riceboro River (which goes inland from the head of St. Catherine's), up which narrow and difficult river she had been carried. They (the contrabands) say she had had a hard time and been obliged to throw overboard a portion of her cargo of salt; had lost her caboose, etc. That she was very deep, though I fancy she must have been a small vessel, as the river she went up only permits 7 or 8 feet draft and is full of difficulties, according to our pilot, in whom I have confidence. We had a look up this stream, but I did not deem it prudent to dispatch boats so far from the vessel, especially as we had no boat gun.

On Blackbeard Island we saw a deserted battery. There is also one on the south end of Sapelo, which mounted five guns, with bombproof magazine. The light-house at this point is stripped and all the apparatus carried to Darien, according to contraband accounts. Yesterday we went up to within a mile or two of that town, but did not consider it safe to go farther, as the stream is narrow and we would have been left aground at half tide. We saw evidences of partial occupation of the neighboring houses and plantations.

On our arrival at Doboy Island, some days since, we surprised a poor Irishman, with his wife and infant, who had come down to the island to collect some of their household articles, left on their first desertion of the place. I permitted him to return the same evening, having no accommodations for the family. He represented things in sad colors, much distress prevailing from high prices.

Both St. Catherine's and Sapelo offer fair opportunities for light-draft vessels to enter, and no doubt they reap a rich reward for their venture.

The passage between all the points is interfered with by a "divide," through which we can pass only on high water, thus causing delays; otherwise more frequent trips could be made without danger or delay.

The islands are all deserted by the whites, who have left a few old slaves to care for things and shift for themselves.

I will be back to St. Simon's, according to your orders, on Monday as soon as possible, barring unavoidable delays from grounding.

I am, sir, etc.,

[P. G. WATMOUTH,
Acting Lieutenant, Commanding.]

Commander E. LANIER,
U. S. S. Alabama.

P. S.—Heavy firing all day yesterday at [Fort] Pulaski; none to-day.

Engagement with a Confederate force at Seabrook's Island, S. C., April 18, 1862.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting additional reports

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 22, 1862.

SIR: I have the honor to enclose a copy of a report from Lieutenant Commanding Rhind, of the *Crusader*, detailing the circumstances of a concealed attack upon one of his boats, in which Acting Master William D. Urann was severely wounded.

Lieutenant Commanding Rhind, with the cooperation of Colonel [E. Q.] Fellows, of the Army, commanding the post at North Edisto, planned a night attack upon the enemy, and though not successful in surprising them, had a short engagement with the rebels in which he says "The loss of the enemy, I feel sure, was sufficient to punish them for their cowardly attack on our boat."

Three of the *Crusader's* men were wounded in this skirmish, viz: Gustave Wacker, ordinary seaman, in the right arm and breast; Theodore Peterson, seaman, wounded on the hip slightly; and James Wilson, 1st, boatswain's mate, on the leg slightly. Acting Master W. D. Urann, who was fired upon in the boat, was wounded in the left index finger and right wrist. The finger has since been amputated.

Lieutenant Commanding Rhind speaks of him as an excellent officer. He is disabled for some time, but has no desire to leave.

The name of James Wilson, boatswain's mate, is also mentioned favorably.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

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

U. S. S. CRUSADER,
North Edisto, April 20, 1862.

SIR: On the 18th a party of the enemy concealed in the woods below Seabrook's Point fired on one of our boats, sent there to assist Mr. Reynolds, Government agent, in securing some cotton. Acting Master William D. Urann, who had charge of the boat, was severely wounded in the right arm and left hand.

No one of the enemy was seen during the fire, which was promptly returned by our boat's crew. I planned an expedition to capture the party that night and called on Colonel Fellows, commanding the post here, for some men to assist me. He promptly afforded them, and enabled me to land a party of about sixty men, including officers.

We marched through the swamps to two plantations, where I expected to find the enemy, reaching the farther place about 3 a. m. The enemy discovered our approach and fled, receiving the fire of a platoon of Fifty-fifth Pennsylvania Regiment, under Lieutenant Bedell, of Company K. We halted there to rest our men and shortly after daylight discovered a considerable force of mounted riflemen approaching rapidly to attack us. They opened fire on us boldly, but fled as rapidly as they advanced, after a smart skirmish of twenty to twenty-five minutes. I had one howitzer with me, and the first fire from it brought them to a sudden halt. The third and fourth dispersed them. Three of the *Crusader's* crew were wounded in the affair. The loss of the enemy, I feel sure, was sufficient to punish them for their cowardly attack on our boat.

Their numbers were variously estimated at from 50 to 100. We returned leisurely to the vessel, the enemy not attempting to follow, though all well mounted.

I am under obligations, for the prompt response to my call, to Colonel Fellows and to Captain R. C. Dow, of Company H, Third New Hampshire, and Lieutenant E. Bedell, Company K, Fifty fifth, Pennsylvania, for their cordial cooperation.

I enclose the report of the assistant surgeon.

Very respectfully, your obedient servant,

A. C. RHIND,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. CRUSADER, *April 20, 1862.*

SIR: I make you the following report:

April 18.—Acting Master William D. Urann, wounded in the left index finger and right wrist; the finger has since been amputated.

April 19.—Gustave Wacker, ordinary seaman, wounded in the right arm and breast. Theodore Peterson, seaman, wounded on the hip, slightly. James Wilson, 1st, boatswain's mate, on the leg slightly.

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

JOHN H. H. BREINTNALL,
Acting Assistant Surgeon.

A. C. RHIND,
Lieutenant, Commanding.

Report of Lieutenant Rhind, U. S. Navy, commending Acting-Master Urann, U. S. Navy.

U. S. S. CRUSADER,
North Edisto, April 20, 1862.

SIR: I beg leave to recommend to your favorable notice Mr. William D. Urann, acting master, mentioned in the report of [Acting] Assistant Surgeon Breintnall.

Mr. Urann is disabled for some time, but has no desire to leave. I miss the services of this excellent officer very much.

James Wilson, 1st, boatswain's mate, also mentioned as slightly wounded, has on several occasions distinguished himself for coolness, courage, and ability.

Very respectfully, your obedient servant,

A. C. RHIND,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Flag-Officer Du Pont, U. S. Navy, announcing the arrival at Port Royal, S. C., of the U. S. steamers Albatross and Madgie.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 19, 1862.

SIR: I have the honor to report to the Department the arrival of the U. S. S. *Albatross*, Commander G. A. Prentiss, and the U. S. S. *Madgie*, Acting Master F. B. Meriam, commanding, at this port to-day.

The latter got on shore on Cape Lookout, but was kedged off after being two days on the beach. She lost the shoe of her rudder-post and had her main steam pipe broken. A few days will suffice to put her in repair.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Unofficial letter from Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, referring to Senate resolution regarding the inefficiency of the blockade of Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 19, 1862.

MY DEAR LARDNER: I have not time to write officially, but will include my orders in this.

First. When *Bienville* arrives, take the coal from her deck and give it to other vessels, relieving her all you can.

Second. When *Augusta* returns, please run down here and fill up your coal and supplies, leaving Commander Marchand in charge, who will, when you return to Charleston, come here and fill up the *Adger*.

There is a new excitement about the blockade. The Department is pressing me. Hale has introduced and had a resolution passed to enquire into its-violations, with authority to send for persons and papers.

Steamers with arms are reported at Bermuda, and lists of new vessels intended to run the blockade are still transmitted from the State Department, and information received that a joint stock company is being formed in Liverpool to run vessels in, humbugged by the rebel lies as to the profits made by such vessels as do get in.

This movement of Mr. Hale was doubtless instigated by the letter in the Tribune of the 31st March, from its correspondent here, detailing the running of the blockade off Charleston in all its details, with names of vessels, etc., received from Lieutenant Commanding Upshur on his arrival here in the *Flambeau*. A more extraordinary case of furnishing a man with a stick to break your own head with is not now within reach of my memory. I believe if Mr. Gregory could have had that Tribune, Lord John Russell would have been deterred from making his declaration that the blockade was effective. I send this in advance of the *Augusta*, that you may be able to come down immediately on her arrival.

I send *Blunt* on to Le Roy. Have you thought of a vessel outside of the Rattlesnake eastward to get first glimpse of fellows heaving in sight?

Lanier is ordered up to report to you.

Your friend, much pressed,

S. F. DU PONT.

Captain [J.] L. LARDNER,

U. S. S. Susquehanna, off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 19, 1862.

SIR: You will please proceed with the *Augusta* under your command off Charleston and report for blockading duty to Captain J. L. Lardner, of the *U. S. S. Susquehanna*.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Commander E. G. PARROTT,

U. S. S. Augusta, Port Royal.

P. S.—In one of the envelopes addressed to Captain Lardner is an additional list of suspected vessels. Please have a copy made for yourself, and, if your clerk has time, copies for the other blockading vessels.

S. F. D. P.

Capture of the schooner Wave, April 19, 1862.

Report of Acting Master Beers, U. S. Navy, commanding U. S. schooner G. W. Blunt.

PORT ROYAL BAY, *April 22, 1862.*

SIR: On Saturday, the 19th instant, at 10:30 p. m., while on my way to Georgetown, I fell in with the pilot boat *Wave* and captured her.

I have placed Mr. North, acting master's mate, with three men, in charge of the above prize and given him orders to bring the vessel to Port Royal.

The *Wave* is said to be 60 tons register. She had on board 39 bales cotton and a crew consisting of Captain William Ryan and four men, and was bound for Nassau, New Providence.

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

JAMES R. BEERS,
Acting Master, Commanding U. S. S. G. W. Blunt.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting captured papers.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 29, 1862.

SIR: I have the pleasure to inform the Department that the pilot boat *G. W. Blunt*, Acting Master James R. Beers, commanding, on her way to Georgetown, S. C., fell in, on the 19th instant, at 10:30 p. m., with the rebel schooner *Wave* and captured her.

She is said to be 60 tons register and had on board 39 bales cotton. Captain William Ryan and four men constituted her crew, all of whom I believe are residents of Charleston.

By her papers the *Wave* belongs to Messrs. Street & West, of Charleston, and was consigned to the house of H. Adderly & Co., Nassau, New Providence. I enclose a copy of the instructions given by her owners to Captain Ryan, also a copy of the instructions to the consignees, which shows more clearly than we have been able heretofore to do the modus operandi of the rebels and their neutral friends in evading the blockade.

I have placed Acting Master's Mate G. B. Worth in charge of the *Wave* and sent her to Philadelphia for adjudication. Two of the captured crew, James Murray and Alfred Stygall, remain on board; Captain William Ryan and the remainder of her crew, viz, Michael Quin, and Patrick Sullivan, will be sent to New York by the *Empire City*, the captain of which steamer has orders to deliver them to the commander of the navy yard, to be disposed of as the Government may direct.

Enclosed is a list of the officers and crew of the *G. W. Blunt* at the time of the capture, who may be entitled to prize money.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

[Enclosures.]

CHARLESTON, April 18, 1862.

DEAR SIR: You will proceed with your vessel to Nassau, New Providence, there consigning to our friends Messrs. H. Adderly & Co., who have our instructions to attend to the business of the *Wave*.

We have written Messrs. H. A. & Co. to sell the vessel in Nassau if they can do so at not less than \$3,500; otherwise to load her with salt and let her come back.

We have directed our friends to pay you \$200 on the safe arrival of the vessel at Nassau; the mate, \$20; cook, \$50; Mike Quinn (seaman), \$40, and the other seaman, \$10.

We ask that you will use all possible dispatch in loading and discharging. Be as economical as possible. On returning, we expect

that Charleston is the best port of ingress, and you had better not try any other place.

In case of danger of being captured by the enemy's vessels, you are hereby positively instructed to destroy the vessel by fire, so that she can not fall into their hands.

If you are captured, destroy every paper, letter, flag, and samples which may give any clue to the enemy as to where you came from, to whom the vessel belongs, and where she was bound.

Have your papers prepared for sinking before leaving this port or Nassau.

The *Wave* will change her nationality and name in Nassau to the *Pilot*, of Nassau.

Wishing you a pleasant and prosperous voyage, we remain,

Yours, truly,

STREET & WEST.

Captain WM. RYAN.

CHARLESTON, April 18, 1862.

GENTS: Enclosed we have the pleasure of handing shipping documents for 40 bales cotton to your consignment by this conveyance, the schooner *Wave*. The cotton is all of excellent quality and cost low. We wish it disposed of in Nassau, if you can get not under 20 cents per pound, with a bond that it shall not go to the United States. If you can not do this, ship the lot to your friends in Liverpool, with instructions to sell on arrival at best market price, but one thing we urge upon you, do not sell the cotton to the Yankees. If you can sell the *Wave* at a price not less than \$3,500, you are authorized to do so. If this be impracticable, change her name and nationality and let her return with salt. We enclose power of attorney for your Mr. Adderly to sell the vessel. We propose *Pilot* as her new name. The captain is to receive \$200 on his safe arrival at your port; the mate, \$20; the cook, \$50; Mike Quinn (seaman), \$40, and one other seaman, \$10. The vessel is in complete order and we do not think will want anything done to her in Nassau except painting; at any rate, we beg that you will see that no extravagance is committed.

The funds derived from sale of this cargo and perhaps vessel we wish returned to us in exchange on England, as directed in our letter of the 25th ultimo regarding schooner *Rutherford*, except, of course, such portion as may be invested in return cargo and disbursements of vessel.

This whole transaction we wish kept entirely separate from any other business we may have had with you, and distinct accounts rendered.

In case you can not get salt in your market, send the vessel in ballast to some neighboring island, clear the vessel as usual, and direct Captain Ryan what papers to destroy in case of capture in attempting to run the blockade. We duly received your valued favor of the 5th instant and note with pleasure the safe arrival of the *Pride* and *Rutherford*. We hope to see them both arrive safely with good cargoes at this port.

We have purchased the schooner *Lucy O. Holmes* and will load her with 100 bales cotton to your consignment.

We remain, yours, truly,

STREET & WEST.

Messrs. H. ADDERLY & Co.,
Nassau.

Report of Flag-Officer Du Pont, U. S. Navy, regarding letter addressed to the Department by the captain of schooner *Wave*.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 25, 1862.

SIR: I have the honor to acknowledge the receipt of a letter* addressed to the Department by a Captain Ryan, of the captured schooner *Wave*, dated May 24 from Fort Lafayette, and referred to me.

The schooner *Wave* belonged to a firm in Charleston, and this man Ryan had the most stringent instructions to destroy all papers, documents, etc., when in danger of capture.

His business was running the blockade, and I can not see with what propriety chronometers and charts, the very instruments most effective in carrying it on, can be considered private property.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Lieutenant Downes, U. S. Navy, commanding U. S. S. Huron, regarding the capture of the schooner Glide, April 19, 1862.

U. S. GUNBOAT HURON,
Off Charleston, S. C., April 22, 1862.

SIR: I have the honor to inform you of the capture by this vessel, on the night of the 19th instant, of the schooner *Glide*, of, and just out of, Charleston, bound to Nassau, loaded with 100 bales of cotton, 5 tierces of rice, in bags, and a quantity of flour.

The owner and one passenger for Nassau were captured in the schooner.

On the afternoon of the 19th I dispatched her to Philadelphia, under charge of Master's Mate Samuel Delano, with a prize crew of four men, and sent the mate in her to serve as witness on the trial. The captain I shall send north with the same object in the *Connecticut*, now hourly expected, as I did not think it prudent to place them both on board the schooner, manned by so weak a crew. The remainder of the crew, the owner, and the passenger I shall place on shore the first favorable opportunity, as the detention of noncombatants as prisoners I judge to be undesirable, as it is inconvenient. At 5 a. m. on the morning of the 20th a schooner was reported to me as standing in for the land, and I immediately slipped and gave chase, as there was a prospect of her reaching shoal water before I could intercept her. Upon getting into good range I opened fire from the rifle gun on her, but it was not until the fifth shell had been fired, all of them striking in close proximity to her, that she hove into the wind to await my approach. Upon speaking her I was much astonished to find her a prize already to the schooner *Blunt*, with a prize crew from that vessel on board, in charge of a master's mate, who gave as an excuse for not heaving to before that he was below and did not know I was firing at him.

Some one on board, however, must have been conscious of the fact, whose fault seems to me to be no light one.

* Not found.

The detachment of the prize crew for the schooner *Glide*, and of one other man (a fireman), who, by Captain Lardner's authority, I am about to send home in the *Connecticut* invalided, will leave this vessel six men short of her complement, a deficiency seriously felt in her small force. In my letter to the Secretary reporting the capture of the *Glide* I have mentioned this fact.

Very respectfully, your obedient servant,

JOHN DOWNES,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT,
Port Royal.

Order of Commander Mullany, U. S. Navy, to Lieutenant Benham, U. S. Navy, to proceed to the relief of the U. S. S. Henry Andrew.

U. S. S. BIENVILLE,
Off Mosquito Inlet, East Florida, April 20, 1862.

SIR: I have just been informed by the commander of the *Henry Andrew* that his vessel is on shore and in a critical position.

You will please take charge of three boats from this ship (arming the crews before leaving) and proceed to the *Henry Andrew*, there taking such measures for her preservation as you may deem most judicious.

Respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Lieutenant A. E. K. BENHAM,
Executive Officer U. S. S. Bienville, off Mosquito Inlet.

Report of Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Isaac Smith, regarding his inability to proceed to sea.

U. S. S. ISAAC SMITH,
St. Augustine, Fla., April 20, 1862.

SIR: In my dispatch of the 17th instant I fully informed you of my situation. The winds have still been from the eastward until to-day; the surf still breaks very heavy, and there is now no possibility of my getting to sea before the spring tides, and not then unless I have coal. I send the small schooner with my dispatches, and beg that you will send me a few tons of coal by her with all possible speed.

I have been now eleven days watching for an opportunity for getting to sea. The schooner *United States* is not yet out, and the steamer *Belvidere* is also "bar bound." A steamer last night came to off the bar and signalized that she had communications for me, but left at 1 o'clock, not giving me a chance of getting a boat to her at daylight. I took her to be the *Rhode Island*.

Captain Parsons, the captain of the prize schooner, deserted from me at [St.] Augustine; he belongs to Jacksonville and has made his way there. A few days ago he acknowledged all the facts about the schooner and said that he would have nothing to do with her; that he had only taken charge of her to prevent being made a Confederate soldier.

I have no other news except that a party of rebels under a Colonel Davis is still threatening the town, awaiting, as they say, the gunboats leaving. I have arranged with Colonel Bell, in case of an attack, to go back to the town with this vessel, if it should take place before I get outside the bar.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron, Port Royal.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Benham, U. S. Army, regarding affairs at St. Augustine, Fla.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 21, 1862.

DEAR GENERAL: I have a dispatch from Lieutenant Commanding Nicholson, of the gunboat *Isaac Smith*, dated St. Augustine, April 20 (probably 19th), which contains the following:

No other news except that a party of rebels under Colonel Davis is still threatening the town, awaiting, as they say, the gunboats leaving. I have arranged with Colonel Bell, in case of an attack, to go back to the town with this vessel, if it should take place before I get outside the bar.

I had ordered the *Isaac Smith* to the St. John's River after the fort had been reinforced. He has been awaiting eleven days for sufficient water to cross the bar. He mentions the *Belvidere* as detained for the same cause. Colonel Bell has five guns mounted, and two we captured in the St. John's River have arrived and are being well placed.

General, you know best, but these Floridians ought to be well punished while you are waiting for your reinforcements for more important work.

Will you do me the favor to inform the major-general that the *Somerset*, Lieutenant Commanding English, which called in for coal yesterday, will leave early in the morning for Key West. She brought a Herald of the 15th, one day later than we had by *Atlantic*. I send it with this in case your papers were also only to the 14th.

I am, my dear general, yours, truly,

S. F. DU PONT,

Brigadier-General H. W. BENHAM,
Commanding Northern District, Department of the South,
Hilton Head, S. C.

Letter from Brigadier-General Benham, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, responding to his communication regarding affairs at St. Augustine, Fla.

HILTON HEAD, April 21, 1862.

DEAR COMMODORE: (Is that a tabooed word or not? It ought to have begun with an "A" years ago.) I am much obliged for your kind note and the Herald, and also pleased to hear that the *Belvidere* is safe at St. Augustine, for which place, stopping at Fernandina, I expect to start on a tour of inspection to-morrow in the *Cosmopolitan*, say at 9 a. m. Would you wish to send dispatches?

I do not fear for St. Augustine, as I ordered the garrison to be made up to 600 men and sent my engineer officer to repair the fort, mount guns, etc.

More than this, I am determined that my threats of a fourfold retribution against acts contrary to the usages of war shall be executed, if I send Stevens down on purpose to do it.

I will trust, however, that I have heard incorrectly that one of your officers did not execute a threat which he had made, of destroying certain property in case a certain person was not returned to him on the St. John's River.

I do not know whether this be true or not, but the proclamation was shown me, and the statement was made that the man was not returned, supposed to have been hung even, while the property threatened is safe. Do you think it worth an examination, as I think an unexecuted threat does great injury to us?

General Hunter will avail himself of your kind offer (to send his orders to Key West by the *Somerset*), and will send a boat to the *Wabash* this evening.

Very faithfully, yours,

H. W. BENHAM.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Duncan, U. S. Navy, commanding U. S. S. Norwich, to proceed to blockade duty off Georgetown, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 21, 1862.

SIR: Important information just received in reference to the blockade of Georgetown, S. C. I have to request that you will fire up and proceed early in the morning off that port and report to Commander Le Roy for blockading duty.

I will dispatch in two days the steamer *Albatross* to the same point, and as soon as the *Keystone State* can come here and coal I will send her back to relieve you and you can return to Port Royal to take in your supplies.

I have not time to write to Commander Le Roy, but you will show him these orders, and if he can hold out till Thursday, giving time for the *Albatross* to get up, then I would prefer his doing so.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. [M.] DUNCAN,
U. S. S. Norwich.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, to dispatch the U. S. S. Susquehanna to Hampton Roads.

NAVY DEPARTMENT, *April 21, 1862.*

SIR: Immediately on the receipt of this order direct the *Susquehanna* to proceed to Hampton Roads and report to Flag-Officer Goldsborough.

The vessel which conveys this will supply the place of the *Susquehanna* on blockading service.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAMUEL F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, to assume command of the blockade off Georgetown, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 22, 1862.

SIR: I had intended offering you two or three stations on the line of coast under my command, not only in deference to your position as one of the senior commanders in this squadron, but to the energy and zeal you have shown in this war on another station; but last night I received from Commander Le Roy a dispatch which induces me to believe that the harbor of Georgetown will be much resorted to just now by the numerous vessels intending to run the blockade, the more so that I have been lately enabled to place more vessels before Charleston than ever before.

I have therefore to request that as soon as you are ready for sea you will proceed off Georgetown with the *Albatross* under your command to assume the blockade of that port. The *Gem of the Sea*, Acting Volunteer Lieutenant Baxter, a sailing armed bark, which has proved very effective on blockade duty, and the U. S. S. *Norwich*, Lieutenant Commanding Duncan, will be under your orders and disposal for the efficient covering of the port.

Commander Le Roy, in the *Keystone State*, will give you such information as his experience of the localities will render desirable. He is very short of coal, and I have written to him, notwithstanding, to remain if possible until your arrival.

You will therefore dispatch him here to fill up in case he has not left.

You will find enclosed numerous orders and circulars which from time to time have been issued in this squadron.

I desire to call your attention particularly to General Orders, No. 8, in reference to officers and men of this squadron corresponding with public journals, which I am determined to prohibit to the extent of my authority.

Very respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander G. A. PRENTISS,
U. S. S. Albatross.

Order of the Secretary of the Navy to Lieutenant Olary, U. S. Navy, commanding U. S. S. Dawn, to proceed to duty in the South Atlantic Squadron.

NAVY DEPARTMENT, *April 22, 1862.*

SIR: Proceed with the U. S. S. *Dawn* under your command, with all practicable dispatch, and report to Flag-Officer Samuel F. Du Pont for duty in the South Atlantic Blockading Squadron. Transmit to the

Department before leaving New York a muster roll of the crew and a separate list of the officers of the *Dawn*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant A. G. CLARY,

Commanding Dawn, New York.

Report of Lieutenant Williamson, U. S. Navy, regarding the floating of the U. S. S. Henry Andrew in Mosquito Inlet, Florida.

U. S. S. PENGUIN,

Off Mosquito Inlet, April 22, 1862.

SIR: Commander Mullany having determined to remain after I had closed my communication of the 21st instant, to learn if Captain Harris succeeded in getting his vessel off at high water, furnishes me the opportunity of again addressing you.

I am happy to be able to state to you that Acting Master Commanding Harris was successful on last night's high tide in getting the *Henry Andrew* afloat. This morning at 6 he proceeded up the Halifax River, and when in the neighborhood of Bob's Bluff commenced firing shell, and occasionally we heard the report of small arms. At about noon he returned to the entrance of the harbor and came on board. He reports he went up the river to ascertain if the live oak had been disturbed, as a fire was seen in that direction while his vessel was ashore. He discovered, I regret to say, the live oak on fire, and all consumed but about 10,000 feet, which he thinks he may preserve.

During his absence to report he left Acting Master Wright, with 36 men armed with small arms and the howitzer, to extinguish the fire. The steamer returned up the river to cover the men, without waiting for Captain Harris's return.

While passing up the river this morning he discovered a body of about 60 men, which was the cause of the firing. He dispersed the men before he returned to the entrance. I have furnished Captain Harris, as far as I have been able, with everything he requires for the defense of his vessel; among those most essential were my hot-water hose and my boarding netting.

I did have placed on the bar a can buoy (which I found on shore), but the wind has been so constantly from the eastward, making a heavy surf there, that it has been swept away, with other buoys we had there to mark the channel. It is the impression that the bar has shifted and is filling up, but at present we are unable to ascertain on account of the sea on the bar.

April 23, 1862.—I have just received reports from Acting Master Commanding T. A. Harris and Acting Master P. Dickinson of the manner in which the *Henry Andrew* got ashore, which I enclose, marked "A"* and "B;"* also Mr. Harris's report of the firing, and the examination of the live-oak timber on the 22d instant, marked "C,"* which I enclose. The *Henry Andrew* is now outside taking in her coal and provisions, and I shall send her in if possible this afternoon.

Mr. Harris states in coming over the bar at 1:20 p. m. he had one-fourth less 2 fathoms.

Very respectfully, your obedient servant,

J. O. WILLIAMSON,

Lieutenant, Commanding U. S. S. Penguin.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Squadron.

* Not found.

Report of Acting Master Harris, U. S. Navy, commanding U. S. S. Henry Andrew, regarding the attempt to save live-oak lumber in Mosquito Inlet.

U. S. S. H. ANDREW,
Mosquito Inlet, Florida, April 22, 1862.

SIR: Referring to mine of 21st, we succeeded in getting afloat last night at high water, 2 a. m., with no damage to the vessel. I immediately pumped up the boilers and hastened steam in order to examine the condition of the live oak, for the safety of which I had reasons to feel some apprehension. Upon arriving there, found that the whole had been fired; placed 30 men on shore (with howitzer) to extinguish the fire, and save all that was not so far consumed as to render it useless, and returned below to report the facts at once, thinking, possibly, the *Bienville* would leave before we should succeed in extinguishing the fire.

I have succeeded in saving about 10,000 feet.

The party was fired upon from near the house opposite; two discharges only. Threw a couple of shell, and heard nothing more from them afterwards.

I was unable to get to the bar in time for the tide this day, but will come out as early as possible to-morrow.

Could you spare six rifles, or less, with their ammunition, they would be a very important addition to our small arms, this vessel having only twenty very inferior muskets.

Very respectfully, your obedient servant,

T. A. HARRIS,
Acting Master, Commanding.

Captain J. R. M. MULLANY,
Commanding U. S. S. Bienville, off Mosquito Inlet, Florida.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Creighton, U. S. Navy, to assume command of the U. S. S. Ottawa and prepare for sea.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 22, 1862.

SIR: The *Ottawa* having arrived, so soon as Lieutenant Commanding Stevens is ready to hand over to you the command, you will, in conformity with your orders from the Department, assume the same and prepare her with all possible dispatch for sea.

The *Ottawa*, I have just learned, has gone into Skull Creek to receive her coal from the *Fulton*. She will return to this anchorage to-morrow morning, when Lieutenant Commanding Stevens will be ready to receive you on board.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. B. CREIGHTON,
U. S. Ship Vermont, Port Royal.

Report of Lieutenant Collins, U. S. Navy, regarding conditions in Savannah River.

U. S. GUNBOAT UNADILLA,
Venus Point, Savannah River, April 23, 1862.

SIR: From Lieutenant-Colonel Barton, commanding Fort Vulcan, at Venus Point, I learn the rebels have probably sunk eight schooners and two sloops in the channels of the river, near and opposite to Fort Jackson, besides having been continually employed, since the surrender of Pulaski, with a steam pile driver in apparently obstructing the channels.

I do not deem the presence of the gunboats in this vicinity any longer necessary for the protection of General Viele's command, unless an attack on Daufuskie by the way of New River should be apprehended, in which event one-half of the guns to be removed from these batteries and placed on Daufuskie, opposite the mouth of New River, would be much more effective than a gunboat.

When the tides increase sufficiently, a hulk now in the lower part of Mud River will be moved up to the boom and there sunk in the channel.

I have the honor to be, your obedient servant,

N. COLLINS,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Captain Lardner, U. S. Navy, making a statement regarding vessels captured or destroyed on the Charleston blockade.

U. S. S. SUSQUEHANNA,
Port Royal, S. C., April 23, 1862.

SIR: I have the honor to report the arrival of this ship for coal and other needful supplies.

As the occurrences of the blockade of Charleston were made known in separate reports, it may perhaps be as well to mention in one paper that five vessels were taken or destroyed during the first three weeks of April for attempting to enter that port, viz, one sent to Philadelphia by this ship, one to New York by the *Huron*, one to Port Royal by the *Blunt*, and two ran on shore, and became wrecks, to avoid seizure.

Very respectfully, your obedient servant,

J. I. LARDNER,
Captain.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Eytunge, U. S. Navy, commanding U. S. ship Shepherd Knapp, to proceed to duty at Port Royal, S. C.

NAVY DEPARTMENT, April 23, 1862.

SIR: As soon as the U. S. ship *Shepherd Knapp* is ready for sea, proceed with her with all practicable dispatch to Port Royal, S. C., and

report to Flag-Officer Samuel F. Du Pont for duty in the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Volunteer Lieutenant H. S. EYTINGE,
Commanding Shepherd Knapp, New York.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the efficiency of the blockade and the disposition of the blockading vessels.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 23, 1862.

SIR: It has been my intention for some time past to write very fully to the Department on the subject of the blockade of the Southern ports within the limits of my command, but the pressure of business has hitherto interfered.

I have received from time to time dispatches from the Department, enclosing communications from our ministers and consuls abroad, referring to steamers and sailing vessels suspected of the intention of running the blockade.

A list has been printed under my directions at this place, and a copy supplied to every ship in my squadron, to which are added the names of such vessels as are mentioned in subsequent dispatches.

In one of my communications to the Department I submitted a change or modification in my instructions to the blockading ships, directing them to board every vessel proceeding toward a blockaded port, and if on examination any irregularity appeared in her papers, or any suspicious circumstances were discovered attending her position or cargo, and particularly if she had any knowledge of the blockade, such vessel was to be seized and sent in for adjudication.

Under this general instruction no vessel, steamer, or otherwise can approach our coast without being liable to seizure, no matter under what flag she may profess to be sailing, and certainly no ship containing contraband of war would be allowed, after examination, to escape, whether she may be on the list of suspected vessels or not. I merely mention this in passing to show the Department that I am fully prepared to capture every vessel attempting to run the blockade, so far as my force and circumstances will admit.

Much has been said in the papers at home and abroad of the utter insufficiency of the blockade, and a too ready credence given by our public functionaries and our merchants to the representations of parties interested in making out a case against the Government.

The list of suspected vessels in my possession made up from various sources comprises schooners of light draft, larger sailing vessels, and steamers, amounting to about 160, and of this large number how few have ever run the blockade, or even ventured to approach the coast! With a rare exception none but very small craft and two or three rebel steamers, with the assistance of local pilots of long experience, concerted signals in rowboats and on the shore, and mostly under the protection of the night or dense fogs, have been successful.

The *Bermuda* and the *Fingal* are the only foreign steamers that have evaded the vigilance of the squadron, and, as the Department is aware, the former is at present at Bermuda, not daring to run the hazard again, and the latter has never made her escape from the Savannah River.

The steamers *Gladiator*, *Talisman*, *Sidney Hall*, *Tage*, *Cambridge*, *Imperatrice*, *Economist*, *Southwick*, *Herald*, *Bahama*, *Minna*, *Sedgwick*, and others which have left the friendly shores of Britain, said to be loaded with arms and munitions of war of all kinds for the rebels, seek shelter in the so-called neutral colonies off our coast, and, not venturing to approach the blockaded ports, transship their cargoes into small vessels of the lightest draft, provided in a great measure by the merchants of these same neutral colonies, who seem ever ready to assist in any attempt to embarrass the Government of the United States.

The capture of the forts at Port Royal, which occurred immediately after my arrival on this station, gave us possession of this noble harbor, and was followed shortly after by the entire control of the entrance of the Savannah River, of Wassaw and Ossabaw sounds, Georgia; St. Helena Sound, and North and South Edisto, South Carolina, in all of which an inner blockade was effectually established.

Other vessels of my squadron were dispatched southward to guard the numerous inlets of Georgia and Florida, and northward to cover Stono, Charleston, Bull's Bay, and Georgetown, S. C., a very extensive and difficult coast to blockade, particularly in the winter season, where, from constantly recurring gales, the blockading ships are liable to be driven off from their stations or on shore under the rebel batteries.

Happily, at the present time, these difficulties have in a great measure disappeared by the success attending the expedition of the last month, which has resulted in the establishment of an inner blockade of St. Catherine's, Sapelo, Doboy, and St. Simon's sounds, Fernandina, St. John's River, St. Augustine, and Mosquito Inlet, thus closing the entire coast of Florida and Georgia to all efforts of the rebels and our neutral friends to introduce provisions or arms.

During the progress of this expedition I had abundant evidence of the stringency of the blockade in the great scarcity of even the necessities of life, and the very high price demanded for both food and clothing, further shown by the prices current as given in the Southern papers, the most essential articles being continually on the rise. Only one small vessel (and that was captured) had entered the harbor of Fernandina for ninety days prior to our taking possession, though, according to the reports of the rebels and those interested abroad, as mentioned in one of the consular communications from London to the Department, it was almost an open port.

I claim to have some experience in blockading, for during our war with Mexico I was much employed in this most arduous and often thankless duty on the west coast of that country. I claim, also, to have some knowledge of naval history in connection therewith, and I therefore make the declaration, under a full sense of my responsibility in doing so, that no blockade in the history of the world has ever been more effective, particularly when the extent and character of our coast in all its features are considered, together with the many circumstances rendering this service most embarrassing, such as an organized system in Europe, especially in England, to evade it, with colonies on our flanks used as intermediary stations to aid and abet in its violation. I beg also to remind the Department how much the difficulty of maintaining a close blockade has been increased by the introduction of steam.

The Department, while referring to the blockade generally, have required particular information as to the port of Charleston. In a dispatch to the honorable Secretary of the Navy, dated as far back as the 28th of January, I spoke of the sinking of the second stone fleet, thereby

closing two of the channels leading into that harbor, guarding those unobstructed by no less than three vessels.

Since that time the force off Charleston has never been diminished, but on the other hand has been, whenever practicable, increased, and always under the direction of experienced officers. At the present time I have no less than six steamers and two sailing vessels, which I purpose further to increase.

In reference to the resolution of enquiry of the Senate, which the Department has forwarded to me, I presume the preceding statements fully cover the spirit of it. As to the assertion of the British consul at Charleston contained therein, whatever may have occurred on this coast in the early days of the rebellion, if it be intended to apply to the period of my command, I have only to stamp it as one of those absurd partisan statements of which this rebellion has been so fruitful.

The present position of the blockading fleet is as follows:

Off Georgetown: The *Keystone State*, *Norwich*, and armed bark *Gem of the Sea*, *Albatross* on her way.

In Bull's Bay, effectually preventing ingress and egress: The armed ship *Onward*.

Off Charleston: The *James Adger*, *Augusta*, *Bienville*, *Alabama*, *Pocahontas*, *Huron*, and armed sailing vessels *Restless* and *Roebuck*.

Off Stono: The *Flambeau*.

In North Edisto: *Crusader* and *E. B. Hale*.

In St. Helena Sound: *Dale*.

In Wall's Out: *Unadilla* and *Western World*.

In Wassaw Sound: The *Mohican*, *Wyandotte*, and *Vandalia*.

In St. Catherine's, Sapelo, Doboy, and St. Simon's Sound: The *Florida*, *Potomska*, and *Wamsutta*.

At Fernandina and adjacent waters: The *Pawnee*, *Darlington*, and *Hope*.

In St. John's River: *Seneca* and *Pembina*.

At St. Augustine: The *Isaac Smith*.

Off and in Mosquito Inlet: The *Penguin* and *Henry Andrew*.

There are at this port the *Wabash*, the *Susquehanna*, and *Ottawa*, coaling, to proceed immediately to Charleston; the *Sumpter*, repairing engines after seventy days' service off Charleston; the *Madgie*, which has just joined the squadron in a disabled condition, and the *Ellen*, which I fear will be found unfit for further active service.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Collins, U. S. Navy, commanding U. S. S. Unadilla, to proceed to Port Royal, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 24, 1862.

SIR: On receipt of this you will leave the *Western World* wherever she had best be stationed, and repair with the *Unadilla* to this anchorage.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Lieutenant Commanding COLLINS,

U. S. Gunboat Unadilla, Wright's River, Georgia.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the Cunard steamer Karnak.

NAVY DEPARTMENT, *April 24, 1862.*

SIR: The Cunard steamer *Karnak* sailed from Havana on the 12th instant, for New York, via Nassau, having on board the mails. She is now overdue five days, and as she has always been very regular, fears are entertained that she may have met with some accident to her machinery.

The Department desires you to direct any of your vessels proceeding along the coast to keep a lookout for the *Karnak*, and if fallen in with to render her assistance if required. She is an iron screw steamer, bark-rigged, 1,163 tons gross.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Creighton, U. S. Navy, to proceed to St. Augustine, towing the schooner Garibaldi, carrying supplies.

Flagship WABASH,
Port Royal Harbor, S. C., April 24, 1862.

SIR: You will please take in tow the schooner *Garibaldi*, with coal and supplies for the steamer *Isaac Smith*, Lieutenant Commanding Nicholson, now inside the bar at St. Augustine, and deliver her to that officer.

Immediately on the performance of this service you will proceed off Charleston and report to the senior officer there for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. B. CREIGHTON,

U. S. Gunboat Ottawa, Port Royal.

P. S.—It is barely possible that Lieutenant Commanding Nicholson has left St. Augustine and may be in St. John's River. Should this be the case, please tow the *Garibaldi* off St. John's. I would recommend your looking in on your way down.

S. F. DU PONT.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, regarding expedition of that vessel to Mosquito Inlet, carrying coal and supplies.

U. S. S. BIENVILLE,
Off Charleston, S. C., April 24, 1862.

SIR: Agreeable to your order of the 15th, I proceeded with this vessel to the anchorage off Mosquito Inlet, East Florida, arriving the 17th instant, and delivered coal and supplies to the *Penguin* and *Henry Andrew* with as much dispatch as the very high sea that prevailed during my stay would permit. I supplied the *Penguin* with 1,000 pounds of bread to replace a portion of that sent to her which proved unfit for

use, 136 tons of coal, 2,000 gallons of water, and a spare condenser I had on board, capable of making from 20 to 30 gallons of fresh water per hour, and which was in operation before I left. I supplied the *Henry Andrew* with 50 tons of coal, a boat, and 5 Enfield rifles, with accouterments and ammunition, which Acting Master Commanding Harris represented himself greatly in need of.

I was detained until the 23d instant in consequence of the *Henry Andrew* being unable to come out to receive her supplies and coal, at first on account of the heavy sea on the bar and subsequently owing to her grounding on a sand spit in the harbor on the 19th instant.

As her situation was precarious, I sent Lieutenant Benham, the executive officer of this ship, with three boats and crews, to her assistance, with orders to take such measures for her preservation as he might deem most judicious.

Fortunately, she was floated off at 2 a. m. on the 22d instant and was employed during the day in looking after the Government live oak.

On the 23d she came outside at high water, received her supplies, and returned on the same tide.

I enclose for your information a letter addressed to me by Acting Master Commanding Harris, of the *Henry Andrew*. One of the ship's boats was swamped on the bar while going to the assistance of the *Henry Andrew*, but all hands were saved, together with the boat, though I regret to say five Enfield rifles, accouterments, and ammunition were lost.

The *Penguin* and *Henry Andrew* had each about 20 tons of coal in their bunkers in addition to what I gave them.

There is now on board this vessel 365 tons of coal, 100 of which is required for ballast.

Respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Expedition of the U. S. steamers Wamsutta and Potomska in search of an escaped brig in the vicinity of Dorchester, Ga., April 25-27, 1862.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 14, 1862.

SIR: I have the honor to enclose a copy of the report of Lieutenant Commanding A. A. Semmes, commanding the U. S. S. *Wamsutta*, of a reconnoissance made by him and Acting Lieutenant Commanding P. G. Watmough, in the U. S. S. *Potomska*, up Riceboro River on the 26th and 27th ultimo.

The object of the expedition was to ascertain the condition of things in that vicinity, as well as to destroy a brig which was known to be near Dorchester.

After proceeding up Riceboro River, a very crooked and narrow stream communicating with the waters of Sapelo Sound, about 30 miles, and within less than 2 miles of Dorchester, they ascertained that the brig had been burned by the rebels, and not deeming it advisable [to proceed further], the vessels returned.

On descending the river they were fired upon by a company of dismounted cavalry concealed in the woods and thick underbrush on Woodville Island, and two of the men of the *Wamsutta*, James Brown, quartermaster, and George Boswell, ordinary seaman, were killed.

Enclosed are the certificates of the acting assistant surgeon and acting assistant paymaster of that vessel.

The fire of the rebels was replied to by both steamers with shell, grape, and canister, which effectually silenced them. Their loss, as reported by contrabands who came in shortly after, was 16 killed and 32 wounded.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commander Goldsborough, U. S. Navy, transmitting additional reports.

U. S. S. FLORIDA,

St. Simon's Island, Georgia, May 8, 1862.

FLAG OFFICER: I enclose report of Lieutenant Commanding A. A. Semmes, commanding U. S. S. *Wamsutta*, of a reconnoissance made by him and Lieutenant Commanding P. G. Watmough, in the steamer *Potomska*, up Newport River on the 26th and 27th ultimo.

Their object in ascending the river was to ascertain the exact condition of things in that vicinity, and the destruction of an English brig that had run the blockade at Sapelo about two months since, and mentioned in your instructions to me of the 15th ultimo. Having proceeded about 30 miles up the river and within 1½ or 2 miles of Dorchester, opposite to which the brig was at anchor, they discovered her to be on fire and learned from some captured contrabands that the rebels had scuttled and fired her and that she was burned to the water's edge. The object of their visit having been accomplished, they deemed it proper to return, and while descending the river were attacked by a company of dismounted cavalry, concealed in the woods and thick underbrush on Woodville Island, during which the *Wamsutta* lost two of her crew.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,

Commander, U. S. Navy, Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Semmes, U. S. Navy, commanding U. S. S. *Wamsutta*.

U. S. S. WAMSUTTA,

Doboy Sound, April 30, 1862.

SIR: The evening of the 25th instant Acting Lieutenant Commanding P. G. Watmough sent me his pilot and information that he was 10 miles up the Riceboro River. The following day, near noon, I joined him with this vessel, and both went up after the brig that ran the blockade at Sapelo Sound. Captain Watmough captured, the night of the 25th to 26th, three negroes carrying provisions to a rebel picket of cavalry near his anchorage.

They pointed out some of the many dangers of the river, up which

we went about 15 miles that day. The morning of the 27th we reached a point within about a mile of Dorchester, where two negroes (one of whom left this forenoon for St. Simon's Sound) came on board and informed us that a smoke observed by us at 2 p. m. the previous day was the burning of the brig, she having been stripped, scuttled, and fired at that time. I have no doubt of the truthfulness of their information; she was opposite Dorchester.

Having gone thus far, say 30 miles, a point was reached (where the *Potomska* grounded) where the river became so very narrow, with a still narrower channel, that we deemed it imprudent to go any farther.

At noon both vessels started down on the ebb, backing or going head first, as the tide happened to take them. We took the bottom so often that we began to expect it at every bend.

It took five hours to get down to Woodville Island, where the rebels opened a heavy fire upon us, at a distance of from 20 to 30 yards, with rifles. This vessel was ahead and grounded in the bend when under this fire. We replied to their fire with shells, grape, and canister. Two men were mortally wounded at the first volley. The negroes put the rebel force at about 100. The rapidity of their fire went to show that to be nearly correct. Fortunately the *Potomska* could bring her battery to bear when our guns could not be used. At one point our starboard battery was used to assist the *Potomska*.

The *Potomska's* fire was well directed and of great assistance to us. She had no casualties. Our port side bore pretty good evidence of the enemy's fire, which commenced at 5:40 and ended at 6:20.

The following day reached this anchorage, leaving the *Potomska* in Sapelo Sound. The men who were killed were buried the same night on Dobby Island.

It gives me pleasure to bear testimony to the good conduct of all engaged on our side.

The enclosed sketch* will convey to you some idea of the difficulties of the river. It is not much exaggerated, if any. I enclose you a copy of the doctor's report of the casualties, also other papers from him and the paymaster.

With a good pilot a higher point could probably have been reached, with the chance of having the river obstructed before getting down.

I am, respectfully, your obedient servant,

A. A. SEMMES,

Lieutenant Commanding, U. S. Navy.

Commander JNO. R. GOLDSBOROUGH,

Commanding U. S. S. Florida, St. Simon's Sound, Georgia.

Surgeon's report of casualties on the U. S. S. Wamsutta.

U. S. S. WAMSUTTA,

Dobby Sound, April 28, 1862.

SIR: In the action between this vessel and the rebels on Woodville Island, on the 27th instant, I have to report the following casualties:

James Brown, quartermaster, and George Boswell, ordinary seaman, were both shot through the abdomen and died of their wounds the same evening, the former at half past 10 and the latter at a quarter past 7.

Respectfully, yours,

SAML. F. QUIMBY,

Acting Assistant Surgeon, U. S. Navy.

Lieutenant Commanding A. A. SEMMES.

* Not necessary to publish.

General order from Flag-Officer Du Pont, U. S. Navy, regarding property under the charge of the Treasury Department.

GENERAL ORDERS, }
No. 10. }

FLAGSHIP WABASH,
Port Royal, April 26, 1862.

No subsistence, forage, mules, horses, oxen, cows, sheep, cattle of any kind, or other property must be taken by the officers or men of the vessels of this squadron from plantations under the charge of the special agent of the Treasury Department, nor must the men ever be allowed to visit such plantations without a written permission from their commanding officer.

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the capture of the schooner Active, April 26, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 29, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Flambeau*, Lieutenant Commanding Upshur, on the 26th instant, at 6:40 p. m., discovered and captured, about 7 miles south of Stono [Inlet], South Carolina, the schooner *Active*, under English colors.

She was from Nassau and purported to be bound for New York, with a cargo principally of salt and coffee and other articles now very much needed in a Southern port. The captain admitted that the families of himself and mate are residents of Charleston.

I have sent her to New York for adjudication in charge of Acting Master W. L. Kempton, of the *Flambeau*. The captain and cook of the prize remain on board. The rest of the crew will be forwarded by the first opportunity. The vessel is so small that it would not be safe to send more of the crew with her.

Very respectfully, your obedient servant,
S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Lieutenant Upshur, U. S. Navy, regarding the capture of the schooner Active, April 26, 1862.

U. S. S. FLAMBEAU,
Off Charleston, S. C., April 27, 1862.

SIR: I have the honor to report that on the 26th instant, at 6:40 p. m., we discovered and captured, about 7 miles south of Stono, the schooner *Active*, from Nassau, under English colors. I hereby send you her papers and accompanying log. I send also the captain and cook of the schooner, the remaining three men having been received by Captain Marchand, of the *James Adger*. The captain of the schooner admits that the families of himself and mate are residents of Charleston, and

it is evident from his Masonic diploma that he was in that city on the 3d of March last.

We have not had time to examine the schooner or her cargo.

In conclusion, I would also state that, exclusive of the prize crew on board the schooner, I am short of seven ordinary seamen and landsmen, a want which is very manifest on board this ship.

Acting Master Kempton and three men compose the prize crew.

Very respectfully, your obedient servant,

J. H. UPSHUR,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Acting Master Sheldon, U. S. Navy, commanding prize schooner Active, of arrival at Philadelphia.

PHILADELPHIA, *May 13, 1862.*

SIR: I was ordered to New York in charge of the prize schooner *Active*, captured off Stono Inlet, South Carolina, April 26, 1862, by the U. S. S. *Flambeau*, Lieutenant Commanding J. H. Upshur. After leaving Port Royal found the foremast sprung, bowsprit rotten at the heel, and the vessel leaking. Bore up for the Capes of Delaware; asked and obtained permission from Flag-Officer Pendergrast to come to this port, which I accordingly did.

Respectfully, your obedient servant,

W. B. SHELDON,
Acting Master, U. S. Navy.

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

Report of Flag-Officer Du Pont, U. S. Navy, regarding the capture of the schooner Belle by the U. S. S. Uncas, April 26, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 29, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Uncas*, Acting Master L. G. Crane, commanding, arrived at this anchorage on the 27th instant, with the schooner *Belle* as a prize, captured the day previous.

He reports that when off Charleston, S. C., bearing N. N. W., distant 30 miles, he made a sail two points on the port bow, running N. N. W. Acting Master Crane proceeded on his course, intending to speak her. As he approached her, she hove in stays and hauled E. S. E. He then changed his course and gave chase for two hours, when he fired a shot across her bow. She then hoisted the English ensign and continued her course. Another shot was fired across her bow, to which no attention was paid, but a third, striking just ahead of her, caused her to heave to. She was from Nassau, New Providence, and purported to be bound for Philadelphia with a cargo of salt, pepper, and soap.

The captain, on being boarded, claimed to be in distress, saying he

had sprung, the night before, foremast and bowsprit. When asked why he carried sail on her so, replied that he wanted to get into the nearest port.

I send her to-day to the port of New York for adjudication, and with her the master, W. R. Green, and Frank Farrar, cook. The rest of the crew, W. J. L. Uptegrove, John Morris, Antonio Leone, and Frank Sary, proceed to New York in the morning by the *Empire City*. The vessel is so small that it would not be safe to send more of the crew with her.

She goes in charge of Acting Master L. Cooper, of the U. S. ship *Vermont*, whose resignation was forwarded to the Department by the mail of the 19th instant. I have directed him on his arrival at New York to report to the Department by letter.

Enclosed is a list of the officers and crew of the *Uncas*, who may be entitled to prize money.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Master Crane, U. S. Navy, commanding U. S. S. Uncas, regarding the capture of the schooner Belle, April 26, 1862.

U. S. S. UNCAS, April 26, 1862.

SIR: I have the honor to report the following:

When off Charleston, S. C., bearing N. N. W., distant 30 miles, made a sail two points on the port bow, running N. N. W. I proceeded on my course, thinking of speaking her. As I approached her, she hove in stays, hauled E. S. E.; then I became suspicious of her. I altered my course and steered after her, chasing her two hours. I fired a shot across her bow. He then hoisted the English ensign and continued his course. Blowing very heavy, I then fired another across her bow; he then did not stop her at that. I then fired one from our pivot gun, striking about 40 feet ahead of him. He then hove to, and I sent Mr. Tarr aboard to examine her papers. When boarding, before Mr. Tarr had chance to say a word, the captain said he was in distress; that the night before she sprung her foremast and bowsprit. Mr. Tarr then asked why he carried sail on her so. He said he wanted to get into the nearest port, and also that he had been laying to in the Gulf repairing damages. Mr. Tarr then asked him where he was from, and where bound. He then answered from Nassau, New Providence, to Philadelphia, Pa., with a cargo of salt, pepper, and soap. Mr. Tarr then demanded her papers and then ordered him to follow me to Port Royal, being too rough to put a prize crew aboard. I then altered my course and ran N. N. W., and made the blockading fleet off Charleston Bar. The weather moderated, and I put a prize crew aboard and steamed for Port Royal.

Respectfully, your obedient servant,

L. G. CRANE,

Acting Master, Commanding.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Nickels, U. S. Navy, regarding the schooner Chase, captured April 26, 1862, near Bull's Bay, South Carolina.

U. S. SHIP ONWARD,
Bull's Bay, South Carolina, April 30, 1862.

SIR: I have to report that on Saturday, the 26th instant, I observed a schooner in the S. E., steering directly for the channel into Bull's Bay, running with the wind free. A gunboat was on her weather quarter, about 4 miles. Thinking it might be a vessel bound into Bull's Bay, I disguised the ship as much as possible. When she was near enough to make us out she kept off to the northward, the gunboat giving chase. The schooner soon ran ashore on Raccoon Key (the island on which Romain light stands), about the middle of the key. As soon as I saw that she was to the southward of the key I sent Acting Master H. J. Sleeper in charge of the launch, and I soon followed in the gig. When nearing her we discovered that she was on fire, but when the launch got close to her Mr. Sleeper discovered that the surf had extinguished the flames and the schooner was deserted. By pulling in as close as we could we ascertained her to be the schooner *Chase*, of Nassau. Night coming on and the surf being heavy, we returned to the ship.

On Sunday I sent Acting Master Sleeper in the gig to examine her. On his return he reported that he did not think she could be got off.

On Tuesday I started in the gig, accompanied by Acting Master's Mate George Blanchard in charge of the launch, for the schooner for the purpose of trying to get her off. On our arrival we found her almost out of water, but full, and by boring holes in her and bailing we succeeded in getting all the water out of her. At high water she was afloat. I run her anchor out, but on trying the kedge it came home, the schooner swinging broadside on the beach.

We had now been without water seven or eight hours, and having a long pull to the ship we left her at 8 p. m. and reached the ship on the following morning at 7 a. m.

At 2 p. m. on Tuesday I had sent the gig back to the ship with two wounded men, caused by a disturbance among them in consequence [of] finding liquor from the wreck on the beach.

The schooner is apparently a good one, by her register is rated at about 20 tons, but is much larger by American tonnage. I shall endeavor to get her off, but if I find it impossible, shall burn her.

I must apologize for this lengthy report, but I thought it necessary in this case.

Very respectfully, your obedient servant,

J. F. NICKELS,

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

Commander E. G. PARROTT,

Senior Officer, Commanding U. S. S. Augusta, off Charleston.

Letter from Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, forwarding order of detachment from the squadron under his command.

FLAGSHIP WABASH,
Port Royal Harbor, S. O., April 27, 1862.

SIR: The order accompanying this will inform you of your detachment from this squadron with the *Susquehanna* under your command,

which I trust will be but temporary. Be this as it may, I think it due to you and to myself to express my most unqualified appreciation of the zeal, efficiency, and devotion which have marked your services in this fleet, and I trust they will not be overlooked by the Department.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain J. L. LARDNER,
U. S. S. Susquehanna, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Lardner, U. S. Navy, to proceed at once to Hampton Roads.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 27, 1862.

SIR: I have received orders this afternoon at 4 o'clock to send the *Susquehanna* to Hampton Roads.

You will discontinue coaling, and as the tide will not serve to allow you to cross the bar this evening, you will please proceed at daylight in the morning, and on your arrival at Hampton Roads report to Flag-Officer L. M. Goldsborough.

The rifled howitzer of the *Susquehanna*, now on board the *Hope*, will be returned this very evening.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain J. L. LARDNER,
U. S. S. Susquehanna, Port Royal.

Letter from Flag-Officer Du Pont, U. S. Navy, to the Secretary of the Navy, objecting to the withdrawal from the squadron of Captain Lardner and the U. S. S. Susquehanna.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 27, 1862.

SIR: I received this afternoon at 4 o'clock the Department's order to direct the *Susquehanna* to proceed to Hampton Roads and report to Flag-Officer Goldsborough.

She happened to be in this harbor coaling and I have given orders to Captain Lardner to proceed to sea at daylight to-morrow morning, the state of the tide not enabling him to cross the bar this evening.

It would be doing injustice to the public interests here and to myself did I fail to say that the withdrawal of this ship and the officer in command is a serious inroad into the efficiency of this squadron.

I had prepared to shift my flag to her on Tuesday for the purpose of visiting Charleston, and to see for myself if it was possible to place the blockading ships in more effective positions. Captain Lardner's experience made his presence there very important to me.

The *Susquehanna* is the only vessel, by her armament, which could cover the large force of weak vessels now off that port. I have information that three ironclad gunboats may be soon expected from France. Boats of that kind, too, are building in Charleston itself. It has been

stated frequently that an iron ram is at Savannah and may come down Wilmington River and attack the force there.

I have information to-day that nearly all the live oak has been burned at [New] Smyrna, some 30,000 feet of it. The *Henry Andrew* could not prevent it, but landed her crew and put out the fire. She is the only vessel that can cross Mosquito Bar, and troops should have been sent to protect it.

Further, the rebels are in possession of Jacksonville, and my gun-boats only control the river below it.

A vessel ran into Darien a few days since. I require more vessels everywhere. The Department is sending me more and more stringent directions in reference to the blockade, directing courts of enquiry to be held for any infractions of it, and the Senate is passing resolutions reflecting on myself and my officers, and I appeal to the justice of the Department if this is a moment to reduce my force and take from me my most efficient ships and most experienced officers.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, regarding the disposition of vessels seized for violation of the blockade.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 28, 1862.

SIR: All vessels seized for violating the blockade must be sent either to Philadelphia or New York, and not to this port, attention being paid also to the general orders from the Department about the separation of the master and crew of the captured vessel.

You will please so inform the commanding officers of the blockading ships under your direction.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Commander E. G. PARROTT,

U. S. S. Augusta, Senior Officer off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Collins, U. S. Navy, commanding U. S. S. Unadilla, to proceed to duty off Charleston, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., April 28, 1862.

SIR: You will please proceed with the *Unadilla* under your command off Charleston and report to the senior officer in charge for blockading duty.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Lieutenant Commanding N. COLLINS,

U. S. S. Unadilla.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, - U. S. Navy, commanding U. S. S. James Adger, to proceed with that vessel to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 28, 1862.

SIR: On the receipt of this order you will please transfer the charge of the blockading force off Charleston to Commander Parrott and return with the *James Adger* to this port for repairs, etc. Please inform Commander Parrott that I have information that the *Nashville* is again off the coast, loaded with arms, and will probably attempt either Charleston or Georgetown.

Enclosed are some copies of a general order from the Department in relation to the separation of master and crew of prize vessels, which you will have distributed to the commanding officers of the blockading vessels.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
U. S. S. *James Adger*, off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, enjoining vigilance in view of the reported presence of the steamer Nashville.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 28, 1862.

SIR: As the *James Adger* will return to this port, you will be left in charge of the blockade off Charleston, and I rely on your zeal and energy, as exhibited on previous occasions, to keep up the strictest watch.

I have information that the *Nashville* is again off our coast, loaded with arms. She was chased by the *Santiago de Cuba*, but ran away from her. Commander Ridgely succeeded, however, in capturing the *Ella Warley (Isabel)* and brought her this morning into this port. The *Nashville* will probably attempt either Charleston or Georgetown.

I had intended to visit Charleston myself in the *Susquehanna* tomorrow, but she has been ordered to Hampton Roads.

Use all vigilance, and I will send you more vessels as soon as I can.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander E. G. PARROTT,
U. S. S. *Augusta*, off Charleston.

Report of Commander Marchand, U. S. Navy, regarding affairs off Charleston, S. C.

U. S. S. JAMES ADGER,
Off Charleston, S. C., April 28, 1862.

SIR: This morning, at 2 o'clock, a boat came alongside of the *Bienville*, containing fifteen negroes, who represented that they escaped from Charleston about 9 o'clock last night.

One of the contrabands has been in the employment of General Ripley, commander in chief here, and reports conversation overheard between this general and other officers, evincing much despondency as

to the success of the Southern arms, such as "Two more battles are only necessary to destroy us." "They have sent me here, and as soon as the forts are taken I will surrender the city without burning," etc. He further reports that Stono River and Wappoo Creek, connecting it with Charleston, is defended by eight batteries, one of which has 16 guns and another 24 guns, and about 500 torpedoes sunk in the channel.

From his statement, the number of soldiers has been diminished in the forts and at the batteries, and that all other troops have, within the last two weeks, been sent to Virginia, etc.

Another of the contrabands has for many years been in pilot boats, and says that no vessels attempt to enter or leave except by Maffitt's Channel and pass north of Rattlesnake Shoal, close along the land. He reports that but one sailing vessel, a schooner, succeeded in getting in for a long time, and that about six weeks ago. But I regret to have to report that he said the screw steamer *Oecile*, of 8 or 9 feet draft of water, by skirting close along shore, succeeded in breaking the blockade and running into Charleston before daylight on the morning of the 25th or 26th instant.

The *Pocahontas* is nightly at anchor between Rattlesnake Shoal and the entrance to Maffitt's Channel, having a boat, when the weather permits, on the lookout between her and the shore. Since obtaining the information from the contraband the *Pocahontas* has taken a berth about 4,000 yards from the battery, at east end of Sullivan's Island.

The bark *Restless* and steamers *Bienville* and *Huron* anchor and cruise at night to the N. E. of Rattlesnake Shoal, whilst the remainder of the squadron occupies position in front of Charleston, off Stono Inlet and Bull's Bay.

The *Huron*, by the report of Lieutenant Commanding Downes, requires repairs to her engines, etc., but have referred the letter for your decision.

Her coal was nearly exhausted, and I authorized her being supplied from the *Bienville*.

This ship has already been furnished with coal from the *Alabama* and *Augusta* and to-morrow will procure 15 tons from the *Bienville*.

Reports of vessels captured and chased ashore in the breakers have been forwarded as they occurred.

Herewith I forward a statement from Commander Mullany of information he obtained from one of the contrabands, also a statement from another of the same party, given on board this ship.

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

J. B. MARCHAND,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Statement made by a contraband regarding the condition of the defenses of
Charleston, S. C.

U. S. S. JAMES ADGER,
Off Charleston, S. C., April 28, 1862.

Statement made by Allen Davis, one of the contrabands who came to the *Bienville* this morning from Charleston, in relation to the defenses of Charleston:

At Dewees Inlet, 9 miles to the N. E. of Charleston Harbor entrance, there are 6½ feet water at the highest tide, but no defenses of any kind.

The next opening is Breach Inlet, at the east end of Sullivan's Island, defended by a battery of 4 guns, 32 pounders, smoothbore. Between the inlet and Fort Moultrie are two batteries of 2 or 3 guns. Three-quarters of a mile east of Moultrie House, on Sullivan's Island, an intrenchment has been cast up, extending across the island, armed with guns taken from Cumming's Point and the floating battery inside of Charleston Harbor.

Piles have been driven inside of the harbor of Charleston to compel vessels to pass near Fort Johnson. An additional fort is being built on the "middle ground" inside of the harbor.

One battery at Light-House Inlet protects that place with 4 guns.

Three batteries command Stono Inlet, mounting, respectively, 24, 16, and 6 guns.

About 6 miles farther up Stono River is another battery, mounting 8 guns.

In Wappoo Creek, connecting Stono River with Charleston, are 8 batteries, having from 4 to 6 guns each.

About 500 torpedoes are sunk in Stono River and 200 in Ashley River.

The road from Stono River to Charleston passes over 8 bridges, each of which is mined, and by lines led to a long distance can be blown up. An intrenchment and camp exist at the race ground, 3 miles from Charleston, but defended only by muskets.

There are 800 on Sullivan's Island, 600 at Fort Johnson, 160 at Castle Pinckney, 500 at Fort Sumter, and between 1,500 and 1,600 men to defend the batteries at Stono River, Wappoo Creek, and the race ground encampment.

Two small flatboats, with 2 guns each, and the little steamer *Lady Davis*, also with 2 guns, occupy the creek inside of Morris Island, as no defenses remain on the island.

In relation to the blockade:

All vessels attempting to break the blockade pass Maffitt's Channel, close along the north shore, keeping in very shoal water and at the edge of the breakers; lights on the forts guide them. They neither approach nor leave the land till passing Dewees Inlet, that they may escape by being concealed by the trees or run ashore if chased. Vessels approaching make the land by Dewees Inlet, which is conspicuous, or, if possible, [Cape] Romain light-house, from whence they are enabled to take a departure after night.

Two ships, the *Mackinac* and *Ravenel*; three brigs, the *Sir Robert Peel*, *Prince Albert*, and *Prince of Wales*, are in Charleston, together with five schooners.

The steamer *South Carolina* is loaded and ready any night to run out.

The screw steamer *Cecile*, from Nassau, drawing from 8 to 9 feet water, ran into Charleston on Friday or Saturday morning.

But one schooner, and that about six weeks ago, succeeded in running in.

It is not intended that the schooner running out, loaded, should return here, but go elsewhere, on account of the difficulty of running the blockade; but steamers are the only vessels depended upon.

Two wooden gunboats are being built in Charleston. One of them has her frame partly up. The other, generally called the "*Ladies' Boat*," from the fact of being built by their contributions, had her keel laid a week or ten days ago, neither of them being intended to be ironclad, as it can not be obtained.

There is no ironclad boat building in Charleston. Six steamers are nightly expected at Charleston, the pilots for which are at Nassau and Bermuda.

Report of Commander Mullany, U. S. Navy, giving information received from a party of contrabands from Charleston, S. C.

U. S. S. BIENVILLE,
Off Charleston, S. C., April 28, 1862.

SIR: Fifteen contrabands came off to this ship at 2 o'clock this morning.

They state that they left Charleston yesterday at 9:30 p. m., and that the boat used belonged to the quartermaster's department of the rebel army.

I obtained the following information in reply to questions put to one of the most intelligent of the party, named Gabriel:

The enemy are putting up "rat holes" [port shutters] in the casemates to keep out shells. What this means I do not know.

The batteries about the harbor and city are as follows: Forts Moultrie, Sumter, Johnson, battery at Wappoo Creek, Castle Pinckney, and a new fort in the "middle ground," not armed.

Two gunboats are building; their keels have just been laid, one at the yard of Mr. Jones and the other at that of Mr. Knox. There are also tow gunboats in the harbor that have no steam power, but depend on being towed, but there are no ironclad boats in the harbor.

But very few soldiers are now in the city. Troops have to be drawn from the forts daily for sentinel duty.

Three railroad trains left with troops last week, said to have been for Virginia, but were captured.

There is a battery of light guns some distance up Wappoo Creek, which is the only one near or around the city.

At Stono Inlet there are batteries at the entrance and one up the river. There are two ships, a brig, and a steamer waiting to run the blockade, the ships, *The John Randolph* and *Mackinaw*, for Liverpool, and the steamer, *South Carolina*, for Nassau, New Providence.

The steamer *Cecile* ran in night before last, and the *Nashville* and *Ella Warley* and others are expected daily.

The vessels endeavoring to run the blockade sight the land and squadron just before dark. After dark they run close into the land well to the eastward, and toward daylight feel their way in through the Beach or Maffitt's Channel, keeping the land close aboard, and passing inside of Rattlesnake Shoals. This is the only channel used by vessels running the blockade.

The battery at Breach Inlet is called Fort Beauregard [Marshall], and mounts a few 32-pounders.

Gabriel estimates the force at Charleston as follows: Sumter, 500; Pinckney, 200; Beauregard, 500; Wappoo Creek, 400; and Stono Inlet, 1,000.

He says the city will be given up in case the forts are captured.

Gabriel has been a hand on board a pilot boat for twelve years, is intelligent, and appears to be thoroughly acquainted with the channels leading into the harbor of Charleston. I understand there are other men among the party equally well acquainted with the channel and harbor.

Respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Commander J. B. MARCHANT, U. S. Navy,
U. S. S. *James Adger*, Senior Officer Present, off Charleston, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Pattison, U. S. Navy, commanding U. S. S. Sumpter to proceed to duty at Wassaw Inlet, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 29, 1862.

SIR: You will please proceed when ready for sea with the *Sumpter* under your command to Wassaw Inlet, and report to Commander S. W. Godon, of the *Mohican*, for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding PATTISON,
U. S. S. *Sumpter*, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, urging vigilance in maintaining an efficient blockade of St. Simon's Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 29, 1862.

SIR: I send you the *Uncas*, Acting Master L. G. Crane, for blockading service.

I think with four vessels you will be enabled to keep some moving in different directions. I would send two to make a full reconnoissance to ascertain the exact condition of things in the sounds and rivers

I perceive, by a report from Lieutenant Commanding Watmough to Commander Lanier, that St. Catherine's and Sapelo offer fair opportunities for light-draft vessels to enter.

You must do all in your power to guard all accessible points, for, with the more stringent blockades elsewhere, every attempt will be made to find weak points, as they (the rebels) are becoming quite desperate.

I send you a small coal schooner with 137 tons of coal. Please have it distributed in the several vessels, and, endorsing the return papers, send her home direct unless you could load her with the railroad iron without too much labor and at a reasonable freight.

- Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. R. GOLDSBOROUGH,
U. S. S. *Florida*, St. Simon's.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Crane, U. S. Navy, commanding U. S. S. Uncas, to proceed to blockade duty in the inland waters of Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 29, 1862.

SIR: You will proceed with the steamer *Uncas* under your command to St. Simon's and report to Commander J. R. Goldsborough, of the *Florida*, for blockading duty in the inland waters of Georgia.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master L. G. CRANE,
U. S. S. *Uncas*, Port Royal.

P. S.—Enclosed are squadron papers for your consideration.

S. F. DU P.

Expedition of the U. S. S. Crusader, Lieutenant Rhind, U. S. Navy, commanding, up the South Edisto River to Grimball's plantation, South Carolina, April 29, 1862.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 2, 1862.

SIR: I enclose another interesting report from Lieutenant Commanding Rhind, of the *Crusader*, giving the particulars of an expedition on the 29th ultimo with the *Hale* to capture a battery on Grimball's plantation, near the junction of the Dawho, Paw Paw, and South Edisto rivers. The enemy opened on the *Hale* when within 1,800 yards and continued their fire as she winded her way to engage them at close quarters, but when the *Hale* reached the last bend and was making a straight course for the battery, the rebels fled in haste. Lieutenant Gillis landed with a party of 20 men to destroy it. The work was about 350 yards from the river bank; mounted two fine, long 24-pounders on excellent field carriages; one of the guns, so rapid was the flight of the rebels, loaded and primed.

Owing to the marshy character of the ground between the battery and the river, the guns could not be removed, but Lieutenant Gillis discharged the one loaded against the other, knocked off the cascabel, and took a large piece out of the breech. Both were then spiked with rat-tail files, and a large fire was made under them of the carriages, lumber, etc. The ammunition left was brought away. Lieutenant Commanding Rhind next attempted to ascend the Paw Paw [Pon Pon] River, but, owing to the ignorance of the pilot, grounded. After getting off he retraced his steps, endeavoring to pass through South Edisto River, but finding the pilot knew nothing of the channel, gave that up, determined to return by the Dawho to North Edisto.

Expecting an ambuscade at a point near Slann's Bluff, he made the proper disposition to receive the close fire of the enemy. He reached the point about 8 in the evening, and, as anticipated, was saluted by a heavy fire of fieldpieces and musketry. The men on the *Hale* were kept under cover till the enemy had delivered their fire, when they replied with grape, canister, and shell. The point was soon passed and the *Hale* returned to her anchorage without having had a man injured.

Lieutenant Commanding Rhind commends the officers and men, and particularly Lieutenant Gillis, temporarily in command of the *Hale*, who managed his vessel well in the very narrow and crooked stream of the Dawho.

As the Department is aware what a small vessel and how lightly armed the *Hale* is, it will appreciate this spirited affair of Lieutenant Commanding Rhind. I have given him my commendation, and will add that his manner of holding the waters of North Edisto for several months has been most satisfactory to me.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Lieutenant Rhind, U. S. Navy, transmitting detailed report.

U. S. S. CRUSADER,
North Edisto River, April 30, 1862.

SIR: I enclose a somewhat detailed report of an expedition on the *Hale* up the Dawho River, also an application of Lieutenant Gillis for another officer. At the request of Lieutenant G., I received Mr. Cleverly on board this vessel temporarily for medical treatment, transferring one of our master's mates for temporary duty on board the *Hale*. I can ill spare the services of an officer, now having one disabled with wounds. I have heard that the *Hale* was not considered a lieutenant's command. I beg leave to say that under Lieutenant Gillis the vessel seems to be attaining an efficiency that I understand she did not formerly possess. I do not think there is any other vessel in the squadron except, perhaps, the *Ellen*, that can be taken easily through the Dawho, so crooked and narrow is that stream. The *Hale* is very manageable, but unfortunately very vulnerable, the greater part of her machinery and even part of her boiler much exposed. The Parrott gun on her forecastle disappointed us in its performance both for range and accuracy.

Very respectfully, your obedient servant,

A. C. RHIND,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Detailed report of Lieutenant Rhind, U. S. Navy, commanding U. S. S. Crusader.

U. S. S. CRUSADER,
North Edisto River, April 30, 1862.

SIR: At an early hour yesterday morning I started in the U. S. S. *E. B. Hale*, Lieutenant Commanding James H. Gillis, to destroy a battery of the enemy on the Dawho River. Acting Assistant Surgeon Breintnall, Master's Mate Henry Parsons, and 22 men, with the flat and howitzer of the *Crusader*, were added to the force of the *Hale*.

On coming in sight of Grimball's plantation, near the junction of the Dawho, Paw Paw [Pon Pon], and South Edisto rivers, the battery was discovered.

The enemy opened fire on us at a turn in the river, distant about 1,800 yards from the battery, and continued his fire at the various points in the bends where advantageous opportunities were afforded. One long reach we had to make under a raking fire, but our shell had been planted so effectively by Lieutenant Gillis, who sighted most of the guns himself, that by the time we reached the last bend and were making a straight course for the battery, the lookout reported the enemy deserting it in haste.

We then threw a few shells into the woods in the rear of the work, ran the *Hale* alongside the bank abreast of it, and landed a party of about 20 men under Lieutenant Gillis to destroy it.

The work was found to be about 350 to 400 yards from the banks, mounting two fine long 24-pounders on excellent field carriages. Lieutenant Gillis found one of the guns loaded and primed, and turning it upon the other, knocked off the cascabel and took a large piece out of the breech; both were then spiked with a rat-tail file, a good fire made under them, of the carriages, limbers, etc., the powder left in the magazine brought away, and every effort made to render the guns unfit for use that our means afforded.

I landed shortly after, and found the fire well at work on the guns and platforms. It continued to burn during the whole day.

Having finished our labors at this point we started about 11 a. m. to go up the Paw Paw [Pon Pon] River to capture or destroy a small schooner at the wharf of Morris's rice mill, but owing to the ignorance of the pilot got hard aground about a mile up the river.

We remained in that position, unable to bring a gun to bear on either side until about 5 p. m.

Owing to the lateness of the hour and the insufficiency of the object to detain us during the night, we reluctantly gave up that portion of the expedition and started at 5:30 to return, intending to go round by the South Edisto River.

After proceeding a short distance through that stream I found the pilot ignorant of the channel, and turned the *Hale* back to the Dawho to run the gantlet of an ambuscade that we well knew would be prepared for us at a favorable point near Slann's Bluff.

We reached that on our return about 8 p. m., and had made proper disposition to receive the close fire of the enemy there. As we anticipated, when close abreast the place in the narrow river, they opened on us a heavy fire of fieldpieces and musketry. Our men were kept under cover till their fire was delivered, when, manning our guns, we gave them in return some grape, canister, and shells.

The point was soon passed, and we came out into the North Edisto River about 9 p. m. without having a single man hurt.

During the engagement with the battery the *Hale* went through a very close fire, but one shot striking her, however, and that a glancing shot on the port bow, doing no damage.

While under fire on our return one of the guns (32-pounder) was struck in the muzzle by a solid shot from a fieldpiece, knocking out a piece and cracking the muzzle badly for some distance. I fear the gun is rendered comparatively useless.

Canister and rifle balls struck her in various places, but no damage was sustained. The *Hale* was well handled in that very narrow and crooked stream by Lieutenant Gillis and his able executive officer, Mr. Bullis. Officers and men all did their duty.

Very respectfully,

A. C. RHIND,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Rhind, U. S. Navy, transmitting letter of commendation from the Department.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 28, 1862.

SIR: I take great pleasure in enclosing to you a copy of a dispatch from the Department referring to your bold and successful capture of the rebel battery on the Dawho.

Be pleased to communicate it to Lieutenant Gillis and the officers and men who were under your command.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. C. RHIND,
U. S. S. Crusader, North Edisto.

[Enclosure.]

NAVY DEPARTMENT, *May 10, 1862.*

SIR: The Department in another communication has acknowledged the receipt of your dispatch of the 2d instant, enclosing the interesting report of Lieutenant Commanding A. C. Rhind, of the *Crusader*, of an expedition on the 29th ultimo with the *B. B. Hale*, Lieutenant Commanding James H. Gillis, to capture a rebel battery near the junction of the Dawho, Paw Paw [Pon Pon], and South Edisto rivers, but the boldness of the movement and the success that attended it deserve special notice and commendation.

You will therefore please communicate to Lieutenants Commanding Rhind and Gillis, and the officers and men who were under their command on the occasion referred to, the Department's appreciation of their gallantry and services.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT.

Order of the Secretary of the Navy to flag-officers commanding blockading squadrons, regarding the selection of commanding officers for vessels fitting out at naval stations.

NAVY DEPARTMENT, *May 1, 1862.*

SIR: Applications are constantly received from the masters' mates in the squadron under your command for appointment as acting masters.

The Department, desiring to gratify the wishes of such of these officers as have merited promotion and have the necessary qualifications, has already directed you to appoint them to fill vacancies.

But as these are of comparatively rare occurrence, you will select such of the most deserving among them as can be spared, and direct them to proceed north by the earliest public conveyance, and to report upon their arrival to the Department and await its orders. It is designed to assign them as acting masters to the vessels now fitting out at the different naval stations.

The places of the master's mates thus withdrawn from duty in your squadron may be filled, as before directed, from the crews of the different ships, or if there are none worthy, they can be sent out in the supply vessels.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAMUEL F. DU PONT.

Flag-Officer D. G. FARRAGUT.

Flag-Officer WILLIAM W. MCKEAN.

Report of Flag-Officer Du Pont, U. S. Navy, regarding prizes captured and the disposition of their cargoes.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 1, 1862.

SIR: In previous dispatches I informed the Department of the capture of the schooner *Arrow*, by the *Bienville*, on the 25th February

last, and also that of the schooners *Julia Worden* and *Lydia and Mary*, by the *Restless*, on the 27th and 29th March, that these vessels had been condemned by a board of officers, whose reports were also forwarded.

I have transshipped their cargoes to the brig *Ellen P. Stewart*, A. H. Cain, master, bound to Philadelphia, consigned to the U. S. district judge, as per bills of lading herewith enclosed.

There is also on board 10 bales of cotton and 7½ barrels of resin, consigned to the U. S. navy agent, Philadelphia, to await the disposition of the Government, bill of lading enclosed. This cotton and resin were found on board a small schooner called the *Magnet*, which was taken at Fernandina on our occupation of those waters. The captain had deserted her and the crew, two Englishmen, have been sent north. The vessel is unfit to send north, and not being coppered, will soon be destroyed by the worms.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward, regarding the destruction of the schooner Sarah, May 1, 1862.

U. S. SHIP ONWARD,

Bull's Bay, South Carolina, May 1, 1862.

SIR: I have the honor to report that this morning we discovered a schooner, bearing N. N. E. from us about 5 miles, at anchor, apparently waiting for daylight to run into Bull's Bay. I immediately sent Acting Master Sleeper in charge of the launch to capture her. On discovering our launch, and not being able (as the wind was light from the S. E.) to get out of the bay, she tripped her anchor and ran ashore, where they set fire to her, the launch about 2 miles from her. Mr. Sleeper went alongside of her, but finding it too late to extinguish the flames, and discovering the crew on the beach, he made for them, but they escaped in their boat to the mainland, leaving behind them in their haste some of their clothing and a quantity of prints and delaines in a damaged condition.

The schooner is entirely burned up, having burned very rapidly, owing to some very combustible matter in her cargo.

Enclosed I send you a copy of Acting Master Sleeper's report for further particulars.

Very respectfully, your obedient servant,

J. F. NICKELS,

Volunteer Lieutenant, Commanding U. S. Ship Onward.

Commander E. G. PARROTT,

Senior Officer, Commanding U. S. S. Augusta, off Charleston

[Enclosure.]

OFF BULL'S ISLAND,

Thursday, May 1, 1862.

In pursuance to your orders I proceeded in the launch to the strange schooner bearing N. N. E. by compass. Shortly after leaving the ship

I perceived that they had run her ashore, and when within about 2 miles of her discovered that they had set her on fire and abandoned, and were then on the beach. On my nearer approach they fled in great haste in their boat toward the mainland, leaving sundry articles on the beach, a portion of which I brought on board in a comparatively worthless state.

She is a schooner, about 100 tons, and called the *Sarah*, of and hailing from Nassau, New Providence.

When I left her she was on fire fore and aft and burning fast, apparently loaded with an assorted cargo.

Yours, very respectfully,

HENRY J. SLEEPER,
Acting Master U. S. Ship Onward.

J. F. NICKELS,
Commanding U. S. Ship Onward.

Report of Lieutenant Downes, U. S. Navy, commanding U. S. S. Huron, regarding the capture of the schooner Albert, off Charleston, S. C., May 1, 1862.

U. S. GUNBOAT HURON,
Off Charleston, May 3, 1862.

SIR: I have the honor to inform you that I seized the schooner *Albert*, late *Irene*, of New Jersey, under English colors, off this place, upon suspicion of an intention to violate the blockade, on the 1st instant, at 4 p. m.

When first descried she was about 12 miles distant from the land, under easy sail (foresail), heading about N. N. W., or in for land in the vicinity of Bull's Bay, and in fact did not make any material change in her course until we hove her to.

She was without a manifest or crew list, and the bills of lading did not, so far as we could ascertain, give the true nature of the cargo; as we found boxes of knitting needles and cotton cards not mentioned therein. One of the bills of lading handed to me among the papers contained one item of 61 boxes of merchandise, of the contents of which I could obtain no account, but from the description I received of their form and dimensions, being about 5 feet long by 2½ wide, I judge them to contain muskets, but they being stowed beneath all the cargo, I could not satisfy myself on the point by opening them.

The register was a new one, taken out on the 9th ultimo at Nassau, from which place she last sailed, clearing for New York, and contained no mention of change of owners or nationality, though she is mentioned therein as being "foreign built," late *Irene*, of New Jersey, and those on board of her when seized, stated the change of nationality as the cause for taking out her new register, and that she changed her name with her nationality, and yet I find that when she cleared from Matanzas, Cuba, for New York, via Nassau, which she did about a fortnight previously, it was under the name of *Albert*, of English nationality.

The captain gave as a reason for being found in such close proximity to this place, under short sail, and heading such a course, that "he was running in for smooth water to set up his rigging," though I could not perceive that it required it, and as the rigging was old it certainly seems strange that he should have left port with it too slack to make the proposed voyage.

The cargo purported to consist of coffee, sugar, salt, dried fruit, oranges and lemons, bananas, maraschino, drugs, soap, beef, cigars, sponges, and 61 boxes of merchandise.

Her crew consisted of the captain, mate, and five hands, and she had two Spaniards on board, who purported to be passengers for Spain, via New York, though I suspect them to be the true owners of the cargo.

As I could supply her with but a weak prize crew, I sent home in her only the captain and steward as witnesses. The others I have on board the *Huron* and seek a passage to New York for them.

Early on the morning following the seizure I dispatched her to New York with a prize crew of four men, under charge of Master's Mate Joseph M. Blake, and this detachment leaves me 10 men short of my complement.

Very respectfully, your obedient servant,

JOHN DOWNES,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, transmitting reports regarding the capture of the schooner Flash, off Bull's Bay, South Carolina, May 2, 1862.

U. S. S. AUGUSTA,
Off Charleston, May 10, 1862.

SIR: I have the honor to enclose two reports from Acting Lieutenant Commanding Nickels, of the *Onward*. One gives an account of the capture by the boats of the *Onward* of the master, crew, and papers of the schooner *Flash*, of Nassau, previously reported to you as having been sent to New York by the *Restless*.

The other describes the persevering but unsuccessful efforts of the lieutenant commanding, officers, and crew of the *Onward* to save and get afloat the schooner *Chase*, of Nassau, also previously reported as having been run on shore by the *Huron*.

Lieutenant Commanding Nickels, it appears, maintains his reputation for zeal and energy.

I am, respectfully, etc., your obedient servant,

E. G. PARROTT,
Commander and Senior Officer Present.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosures.]

U. S. SHIP ONWARD,
Bull's Bay, S. C., May 2, 1862.

SIR: This morning I discovered a schooner ashore toward the southern end of Bull's Island. I immediately sent the gig in charge of Acting Master's Mate Bunting, who, on rounding the point, discovered the boat of the schooner containing the crew, which he succeeded in capturing. The boat contained the captain and seven men, all of whom I now have in charge, together with the ship's papers, of the schooner *Flash* of Nassau. Before I could send my boats to the schooner again I discovered the boats of the bark *Restless* approaching

the schooner, which they succeeded in getting off. I have also to state that from information received from the prisoners from the schooner *Flash*, there are still six or seven more schooners offshore, one of which we saw captured to-day by the gunboat *Huron*. There is one of the schooners (the *Albine*) that has a very valuable cargo on board. Also they informed me that they saw the steamer *Isabel* towing the steamer *Cecile* a few days ago, the latter apparently injured in some way.

Very respectfully, your obedient servant,

J. F. NICKELS,

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

Commander E. G. PARROTT,

Senior Officer, Commanding U. S. S. Augusta, off Charleston.

NOTE.—These vessels were probably the *Santiago de Cuba* towing the *Isabel*.

E. G. P.

U. S. BARK RESTLESS,

Off Caper's Island, Near Charleston, S. C., May 2, 1862.

SIR: I have the honor to report to the Navy Department that at 12:30 a. m. this morning, while on blockading duty off Caper's Island, near Charleston, S. C., a schooner was discovered making for Price's Inlet. I immediately beat to quarters and fired a shot from our pivot rifle gun, which, as subsequently ascertained, went through her main-sail. She immediately lowered all sails, and, it being dark and misty, we for the moment lost sight of her.

At 4 a. m., we got underway and gave chase. So soon as the schooner discovered us she was run ashore. Two armed boats from this vessel were sent alongside, with orders to get her out or destroy her, according to circumstances. On boarding, the schooner was found abandoned and on fire, which was immediately extinguished, and, she being loaded with salt and 100 hundred boxes, and a good vessel, every exertion has been used to get her off successfully. The boats were in charge of Acting Master M. H. Johnson and Acting Master's Mate Henry Eason, the latter having distinguished himself in the capture of the nine schooners previously reported by Flag-Officer S. F. Du Pont.

No papers were found on board, but a log book, from which it is inferred that her name was the *Flash*, from Nassau, and having found English colors on board, it is inferred that she has been sailing under an English register.

We have reason to suppose that she was formerly called the *C. K. Lawrence*. I have sent her for adjudication to the port of New York in charge of Acting Master Charles Smith.

Being short of officers and men, I respectfully request that Acting Master Charles Smith, together with the prize crew, may be ordered to return to this vessel at the earliest opportunity.

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

EDWARD CONROY,

Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,

Secretary of the Navy.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Woolsey, U. S. Navy, to assume command of the U. S. S. Ellen.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 2, 1862.

SIR: You are hereby ordered to assume the command of the U. S. S. *Ellen*, a vessel which has been most useful and efficient in this squadron, and now undergoing repairs.

A copy of a survey upon her will be furnished you, and I have to request that you will give all your attention to hastening these repairs and report to me when she is ready for service.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding M. B. WOOLSEY,
U. S. Ship *Vermont*.

P. S.—You are authorized to procure whatever mechanical aid you desire for the repairs to the *Ellen*.

S. F. DU P.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting Confederate signal code captured on steamer Bermuda.

NAVY DEPARTMENT, May 5, 1862.

SIR: Enclosed herewith is a copy of directions for running the blockade off Charleston, found on board the steamer *Bermuda*. They may be of service to vessels on that station.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT.

[Enclosure.]

Place the steamboat in a position which will bring me in W. N. W. and burn a single blue light.

A blue light with a white light above it will signify: The chances are bad for getting in Maffitt's Channel; try Ship Channel to-morrow night at high water.

A blue light with a white light to the south of it will signify: The chances are bad for your getting in here at present.

A blue light with a white light to the north of it will signify: Try Pumpkin Hill Channel to-morrow night at high water.

A single red light will signify: Steer in for us.

A red light with a white light above it will signify: Go to Bermuda and await orders from your owners.

A red light with a white light below it will signify: Steer in W. S. W. (west southwest).

A red light with a white light to the north of it will signify: Steer in W. by S. (west by south).

A red light with a white light to the south of it will signify: Steer in west.

Two red lights, one above the other, will signify: Steer in W. by N. (west by north).

Two red lights alongside of each other will signify: [Imperfect.]

Two rockets from the boat will signify: We are ashore, all safe.

One rocket will signify: We are captured.

Report of Flag-Officer Du Pont, U. S. Navy, of the arrival of the U. S. S. Patroon off Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 6, 1862.

SIR: I have the honor to report the arrival here on Sunday last, the 4th instant, of the U. S. S. *Patroon*, Acting Master Lelar.

I have previously reported the arrival of the *Mudgie* and *Albatross*. The *Kensington* left for the Gulf some time ago. The *Mudgie* is still undergoing repairs from injuries communicated in a previous dispatch.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

P. S.—*Kensington* left Port Royal April 16.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Meriam, U. S. Navy, commanding U. S. S. Madgie, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 6, 1862.

SIR: You will please proceed with the *Mudgie* under your command off Charleston and report to Commander Parrott, of the *Augusta*, senior officer there, for blockading duty.

Accompanying this you will find a list of squadron papers. The list of suspected vessels will be furnished you by Commander Parrott.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master F. B. MERIAM,
Commanding U. S. S. *Madgie*, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal, S. C., May 6, 1862.

SIR: You will please proceed with the *Keystone State* under your command off Georgetown, S. C., communicating with the *Albatross*, Commander Prentiss. After supplying his vessel with water, you will please proceed off Charleston and report to the senior officer of the blockading fleet off that place (Commander Parrott at this moment) for blockading duty.

The port most threatened with infractions of blockade, from the best of my information, is Charleston, and the fleetness of the *Keystone State* will be an important accession toward closing it effectually.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Commander W. E. LE ROY,
U. S. S. *Keystone State*, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Lelar, U. S. Navy, commanding U. S. S. Patroon, to proceed to duty in St. John's River, Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 6, 1862.

SIR: You will proceed this afternoon, with the U. S. S. *Patroon* under your command, to the St. John's River.

On approaching the bar you will make the usual signals for a pilot, and Lieutenant Commanding Ammen, or some of the commanders inside, will doubtless communicate with you.

You will report for duty to Lieutenant Commanding D. Ammen, of the *Seneca*, the senior officer in the river.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master LELAR,
U. S. S. *Patroon*, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Cooper, U. S. Navy, commanding U. S. S. Massachusetts, regarding distribution of supplies for blockading vessels.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 6, 1862.

SIR: In accordance with the instructions from the Department exhibited to me, you will proceed, with the *Massachusetts* under your command, to supply the blockading ships of the squadron stationed along the coast to the southward.

First, at Wassaw Sound, where you will find the *Sumpter*, Lieutenant Commanding Pattison (senior officer), and the *Vandalia*, Lieutenant Commanding Wells.

Second, at St. Simon's, where you will find the *Florida*, Commander J. R. Goldsborough (senior officer); the *Wamsutta*, Lieutenant Commanding Semmes; the *Potomska*, Acting Lieutenant Watmough commanding, and the *Uncas*, Acting Master Crane.

Third, at Fernandina, where you will find the *Pawnee*, Commander Drayton; the *Hope*, Acting Master Rockwell, and the *Darlington*, Acting Master Godfrey.

Fourth, at St. John's, where you will find the *Seneca*, Lieutenant Commanding Ammen (senior officer); the *Pembina*, Lieutenant Commanding Bankhead; the *Isaac Smith*, Lieutenant Commanding Nicholson, and the *Patroon*, Acting Master Lelar. This last-named vessel will leave early in the morning direct for the St. John's River, to inform Lieutenant Commanding Ammen that you are on your way down, that he may come to the mouth of the river. I have directed him to employ the *Patroon* to cross the bar and take on board the supplies intended for the vessels inside, which are much in want of them.

Fifth, off Mosquito Inlet, where you will find the *Penguin*, Lieutenant Commanding Williamson (senior officer), and the *Henry Andrew*, Acting Master Harris, the former outside the bar, the latter within.

After supplying the vessels above named you will return to this port.

You will receive on board Assistant Paymaster Heberton, who goes down to join the *Henry Andrew*; also two marines for the *Pawnee*, a rifled gun, and some ordnance stores for the same vessel.

As you go down the coast, and on your return, you will please keep a good lookout for suspicious vessels.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding G. H. COOPER,
U. S. S. Massachusetts, Port Royal.

*Capture of the schooner General C. C. Pinckney, off Charleston, S. C.
May 6, 1862.*

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 9, 1862.

SIR: I have the honor to inform the Department that Acting Volunteer Lieutenant Nickels, of the *Onward*, discovered on the morning of the 1st instant a schooner at anchor about 4 miles off, apparently waiting for daylight to run into Bull's Bay. He immediately dispatched Acting Master Sleeper in the launch to capture her. The schooner, on observing the launch, tripped her anchor and ran ashore, where she was fired by the crew, who then made their escape to the mainland. On reaching her in his boat Acting Master Sleeper found it impossible to extinguish the flames. She was called the *Sarah*, about 100 tons burden, and hailed from Nassau, New Providence.

On the 6th instant the U. S. gunboat *Ottawa* captured the rebel schooner *General C. C. Pinckney*, from Charleston, bound to Nassau with 94 bales of cotton, rosin, etc.

On the night of the 8th instant the *Alabama* ran on shore a schooner at Light-House Inlet. The *Pocahontas* this morning went into 15 feet of water and fired upon her, but the guns could not reach; she is near a battery.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

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

Report of Lieutenant Creighton, U. S. Navy, commanding the U. S. S. *Ottawa*.

U. S. GUNBOAT OTTAWA,
Blockading Squadron, off Charleston, S. C., May 10, 1862.

SIR: I have the honor to inform you that I captured on the morning of the 6th instant, about 30 miles to the eastward of this port, after a chase of three hours, a schooner, the *General C. C. Pinckney*, of Charleston, S. C., of about 50 tons, she having run the blockade the night previous in a gale of wind. She had as cargo 94 bales of upland cotton, 10 barrels of rosin, and 4 boxes of tobacco.

I have sent her to New York in charge of Acting Master Dockray and a prize crew of five men from this vessel, the owner of vessel and cargo remaining in the prize. The mate and four of her crew are on board of this vessel.

I parted my starboard cable on the afternoon of the 5th instant and was obliged to put to sea. I have since been supplied by the *Augusta* with an anchor of nearly the same weight as the one lost. I am of the opinion that the cables of this vessel are defective, as this is the second anchor lost. The port anchor was lost in the St. John's River previous to my taking command. The instance mentioned under my own observation, I do not think the cause was sufficient to have parted a good cable.

I would request that I may have an officer ordered in the place of Acting Master Dockray, also a master's mate, which will make the complement of officers.

I have the honor to be, very respectfully, your obedient servant,
 J. BLAKELEY CREIGHTON,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
South Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to the Secretary of the Treasury, regarding permit for the distribution of supplies to the blockading vessels at Port Royal, S. C., and Fernandina, Fla.

NAVY DEPARTMENT, May 7, 1862.

SIR: I have the honor to request that Mr. H. R. Miller may be permitted to send a cargo of ice, poultry, fresh beef, sheep, vegetables, potatoes, apples, and onions to Port Royal and Fernandina, for the purpose of supplying those articles to the naval forces of the United States there, with restrictions not to carry any articles than those above mentioned or any spirituous or intoxicating liquors, nor to trade with any other persons than those in the naval service of the United States, under a penalty of forfeiture of his vessel and cargo, or any other penalty you may think more judicious to impose.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Abstract log of the U. S. S. Alabama, Commander Lanier, U. S. Navy, commanding.

May 7, 1862.—Made a schooner S. S. W.; chased to cut him off, firing three shots from pivot gun. At 11:40 lost sight of him; anchored.

May 8.—At daylight saw the schooner we had fired at last night ashore off Light-House Inlet. Got underway and stood in as far as the depth of water would allow; fired two shots from the Parrott gun at her, which fell short. At 9:30 a. m. the *Pocahontas*, a mile inside of us trying to get at the stranded vessel, which a number of people on the beach were discharging. She was unable to reach her, however; they apparently emptied her; the vessel bilged. They had several pieces of field artillery in position, and a tug with two heavy guns (rifled) to repel an attack with boats.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, to resume command of the blockade off St. Simon's Sound, Georgia, and adjacent waters.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 8, 1862.

SIR: You will proceed with the steamer *Mohican* under your command and resume the control and blockade of St. Simon's Sound and the inland waters, extending from St. Catherine's to St. Andrew's Sound, on the coast of Georgia, relieving Commander Goldsborough in the *Florida*, the present senior officer.

Your force will consist, in addition to your ship, of the *Wamsutta*, Lieutenant Commanding Semmes; the *Potomska*, Acting Lieutenant Commanding Watnough, and the *Uncas*, Acting Master Commanding Crane. In proportion as the blockade of Charleston is made more secure, attempts will doubtless be made at other points on the coast.

You have already had some experience in those waters, and your operations there I have already approved of. You will receive from Commander Goldsborough all information his more recent experience may enable him to give.

The movements of the vessels, the points to be watched at anchor or to be resumed at stated periods, the collection and comfort of the contrabands, with the acquisition of all information from them which may be of public utility, are left to your sound discretion.

If you should require another steamer, I will endeavor to send one, but at present I have no suitable light-draft vessel to spare.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
U. S. S. *Mohican*, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, transferring his command from St. Simon's Sound to Wassaw Inlet, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 8, 1862.

SIR: You will please transfer the charge of the blockade of St. Simon's and adjacent waters to Commander Godon, of the *Mohican*, transmitting to him such information as your recent experience will enable you to give.

You will then please proceed to Wassaw Inlet and take charge of the blockade there. The *Sumpter* and *Vandalia* will form part of your command, to which I will endeavor to add another vessel, in order that you may make a reconnoissance of Ossabaw Sound to ascertain the nature of the intercommunication between it and Wassaw, and whether vessels could run into the former, so as to transship their cargoes to the railroad.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. R. GOLDSBOROUGH,
U. S. S. *Florida*, Commanding Naval Forces, St. Simon's.

Letter from Flag-Officer Du Pont, U. S. Navy, to the Assistant Postmaster-General, regarding the establishment of post-offices on the coast of Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 8, 1862.

SIR: Your communication of March 24 has been received. In reference to its subject-matter, I would state that up to the present time there are no places on the coast of Georgia where post-offices could be established. We hold the waters and control Brunswick, etc., but no troops of ours are in possession.

Whenever I can give you any satisfactory information on the points mentioned in your letter I shall do so with pleasure.

What is most wanted in this region is a regular mail from New York to Port Royal. The post-office here is well administered, but there are no regular stated days of arrival and departure. The interregnum between the dates of the two last mails was nineteen days.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

JOHN A. KASSON,
First Assistant Postmaster-General, Washington.

Report of Flag-Officer Du Pont, U. S. Navy, regarding difficulties in preventing blockade running off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 9, 1862.

SIR: I have the honor to acknowledge the dispatch of the Department of the 2d instant, referring to the vessels which, according to reports from the consuls at Nassau and other places, had run the blockade at Charleston.

In a previous dispatch I wrote very fully on this subject of the blockade and do not purpose now to dwell further on it.

I have explained the difficulties of closing against daring and desperate adventurers such a coast as ours, and have on more than one occasion asked the Department to send me more ships suitable for this arduous duty. I have endeavored, with the comparatively small force under my command, composed in part of vessels utterly unsuited for the purpose, to guard all the ports within the limit of my command, and particularly the port of Charleston, the only port on the whole coast where the blockade is ever violated. This I assert without fear of contradiction.

I have now eleven vessels covering the coast from Stono Inlet to Bull's Bay, a distance of 30 miles; eight of these are off Charleston, an arc of 13 miles. The officers are vigilant; there is a spirit of rivalry between the ships; some of the commanding officers with suitable vessels are very bold; from sunset to sunrise they are personally on watch; the blockading forces, variously grouped during the day, change their stations after nightfall, and these are constantly shifted, so as to avoid bearings being taken of them in the harbor. They approach the shoals and shallow waters as near as their vessels will permit, and frequently draw upon themselves the fire of the batteries.

Still, as I have stated in a previous communication, very small craft and very light draft steamers may still get in and out. There is no

vessel in this squadron that can pass where they do within a mile, a distance sufficient to avoid discovery on a starlight night, shielded, moreover, as they are by the shadow of the land behind them; but within the last few weeks the number of these captured has been greater than I could have hoped.

In a list of vessels given in a letter from Nassau of April 11, and published in the New York Times of the 3d instant, as having run the blockade, some are stated to have run out of the St. John's River and Fernandina. If they had been announced as coming out of Port Royal and passing under the yardarms of the *Wabash* the statement would be equally correct.

Some time back a list of 65 vessels, furnished by a commander's clerk in this squadron to a Philadelphia evening paper as vessels suspected of an intention to run the blockade, was published by that paper under a caption in large capitals, "Vessels that have run the blockade," though only two of the whole list, the *Bermuda* and the *Fingal*, had succeeded in doing so.

Still there is room for more steamers off Charleston. I have used my best judgment in the distribution of those under my command along the coast, yet if the Department desires that the blockade should be more stringent and effective I trust it will supply me with more vessels for that purpose.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Lieutenant Ammen, U. S. Navy, regarding affairs in St. John's River, Florida.

U. S. GUNBOAT SENECA,
Off Jacksonville, Florida, May 9, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 6th by the arrival of the *Patroon* to day.

As there appears to be no necessity for a force at present, except for the police of the river, I send the *Pembina*, as directed. Recent advices from our armies will probably prevent the erection of a battery at some point, as I think was intended, and if it should be done, and I think the vessels in the river insufficient to take the battery without difficulty, I will ask an additional force for the purpose.

The *Isaac Smith* arrived on the 4th and on the 6th the *Darlington* was sent by Commander Drayton from Fernandina, under charge of Lieutenant Maxwell, to ask a flag of truce in relation to the return of certain citizens of Florida and for the exchange of army prisoners.

I think the presence of Mr. Bryant prevented any action on the part of the local authorities. They evidently fear his influence, and, pending the arrival of instructions from Tallahassee, neither he nor the citizens desirous of returning were permitted to hold intercourse with their acquaintances.

I shall therefore direct the return of the *Darlington* to-morrow to Fernandina and the *Isaac Smith*, accompanied by the *Patroon*, will proceed up the river, taking Mr. Bryant as passenger. I have directed

Lieutenant Commanding Nicholson to facilitate the wishes and movements of Mr. Bryant as far as in his judgment they were in accordance with the interests of the Government of the United States. Lieutenant Commanding Nicholson will proceed to as high a point as he deems advisable and will meet me off Jacksonville on the 14th, at which time I will proceed up the river.

On my arrival at this point on Wednesday, the 6th, I received a flag of truce, stating that the commanding general of East and Middle Florida wished to know whether I was willing to exchange Private Hall (alluded to in my former report) for another prisoner.

I replied that I had apprehended [Durham] Hall, not as a soldier, but as a disturber of the public peace, and that I was not willing at this time to exchange him. Since his seizure no threats or enormities have been perpetrated that have come to my knowledge.

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

DANIEL AMMEN,

Lieutenant, Commanding Forces in St. John's River, Florida.

Flag-Officer SAML. F. DU PONT,

Commanding Southern Atlantic Blockading Squadron.

Report of Lieutenant Ammen, U. S. Navy, transmitting report of Lieutenant Nicholson, U. S. Navy, regarding operations in the St. John's River, Florida, May 9-21, 1862.

U. S. GUNBOAT SENECA,

Mayport Mills, St. John's River, Florida, May 21, 1862.

SIR: Since my report of the 9th instant the *Patroon* has been at anchor above the mouth of Black Creek.

On the 14th, as agreed upon, the *Isaac Smith* met me at Jacksonville. I sent flag of truce on shore and received an answer to the subject-matter of the former flag of truce sent through Commander Drayton by the *Darlington*, of which Colonel Bryant formed a party. I did this at his solicitation, much against my wishes. He conveyed the letter to the commanding officer at Fernandina.

The *Seneca* and the *Isaac Smith* then came to the bar, the latter for the purpose of coaling. On the 15th she took in 6 or 8 tons from the wharf and 11 tons from us, and the next day proceeded up the river with discretionary orders, to be absent from five to ten days, as might be deemed expedient.

I directed Lieutenant Commanding Nicholson to go above the mouth of Black Creek, and as much farther up as he thought advisable, taking all necessary precautions to avoid injury from ambuscades if he went into dangerous localities.

He went within a very short distance of Welaka, where the river was so narrow as to require the kedging of the vessel around the bends, and was fired upon by a body of riflemen, who, however, did no injury to anyone, although they were at a very short distance.

Lieutenant Commanding Nicholson swept the ground with grape and shells and then dropped down to a secure point. He found the mouth of the Ocklawaha could not be reached without great danger to the crew, and understood fully that his orders did not justify this exposure. He therefore returned to this point within the time specified, and has made the reports which I have the honor to forward you.

The extraordinary penetration of the rifle balls showed plainly that the bulwarks are no protection except as a screen to the persons on board of that vessel.

Jacksonville appears to be almost entirely deserted, and I learn there is a great scarcity of food throughout Florida, except beeves, which are abundant in Marion County and to the south of it.

An occupation of the line of railroad between Fernandina and Cedar Keys by our troops would cut this supply, as well as any transportation from any part of the Peninsula.

I send the *Garibaldi* to communicate with Fernandina. Upon her return, if not otherwise directed, I shall go up the river, probably not above Palatka, for about one week, leaving the *Isaac Smith* at the bar.

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

DANIEL AMMEN,

Lieutenant, Commanding Naval Forces, St. John's River.

SAML. F. DU PONT,

Commanding Southern Blockading Squadron.

[Enclosure.]

U. S. S. ISAAC SMITH,

St. John's River, Florida, May 21, 1862.

SIR: In conformity with your orders, I proceeded up this river and succeeded in reaching a point within 5 or 6 miles of Lake George. At this point we were fired upon by a party of concealed riflemen, but fortunately (although numerous shots went completely through our light bulwarks) not a man was injured. As soon as the enemy opened fire, I dropped anchor and shelled the woods, at once silencing their fire. As we were within 50 yards of these woods, I am inclined to think that our heavy fire must have done some execution. About fifty shots were fired at us, twelve of them striking. The river above Palatka is narrow, with a tortuous channel. I was obliged to kedge around some points, the vessel being too long to turn.

I considered it too hazardous to proceed any farther than I did, as the channel would have had to be sounded and the vessel could not protect the boats on account of the sudden turn in the river. On my passage down I stopped at Orange Mills and watered ship.

From what I can learn, there are about twenty-five men stationed in the rear of Orange Mills, about one hundred at Black Horse Landing, near the mouth of the Ocklawaha (this was the party that fired upon us), and two companies at Black Creek.

Five miles this side of Jacksonville, observing a flag of truce putting toward me, I anchored and received on board three refugees (one a female), with their household goods, they desiring to go north. I also received one contraband on board, belonging to Dr. Mays, a noted rebel. I would suggest that the whole establishment about Orange Mills be destroyed, as it is a hotbed of traitors, who are now all in arms against their country. As there is considerable valuable property (now abandoned), it might be seized for the benefit of the Government and the houses burned.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,

Lieutenant, Commanding.

Lieutenant-Commander DANIEL AMMEN, U. S. Navy,

Commanding Naval Forces, St. John's River, Florida.

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Ammen, U. S. Navy, regarding further operations.

FLAGSHIP KEYSTONE STATE,
Fernandina, May 22, 1862.

DEAR SIR: I have received your communication of yesterday and the enclosed report of Lieutenant Commanding Nicholson, and must again express my approval of the judgment and activity exercised by you and the officers under your command in holding the control of the St. John's River. I leave your future movements to your own discretion.

I have noticed the suggestion of Lieutenant Commanding Nicholson in reference to the destruction of the houses around Orange Mills, but for the present, unless the vessels are fired upon from that vicinity, I do not wish that there should be any destruction of property.

Since Sunday last I have been moving up and down the coast, visiting Charleston, Georgetown, and St. Simon's, arriving here yesterday. I shall be at Port Royal again by Saturday evening.

You have probably heard of the bold exploit of a contraband pilot employed on General Ripley's steamer, the *Planter*. The captain and engineer having gone on shore to visit their families, Robert Smalls before daylight quietly cast off the hawser by which she was moored to the wharf in front of the General's quarters, steamed past Fort Sumter, giving the usual signals and flying the Confederate flag until out of range, when he pulled it down, and hoisting a white flag brought the steamer safely out to the blockading fleet. The pilot is quite intelligent and gave some valuable information about the abandonment of Stono. At my instance Captain Marchand made a reconnoissance, and finding the statement true, crossed the bar on Tuesday last with the gunboats *Unadilla*, *Pembina*, and *Ottawa*. I have no doubt the Charlestonians thought their time had come.

The news from the Mississippi is very gratifying. The whole rebel fleet, nearly, is destroyed on the Lower Mississippi by Flag-Officer Farragut, and in the vicinity of Fort Wright by Acting Flag-Officer Davis, who is now in command, *vice* Foote, returned to the East on account of his wound. I send you a late paper or two. Please say to Lieutenant Commanding Nicholson that I have read his report with interest; am glad that he escaped so well.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding D. AMMEN,
U. S. Gunboat Seneca, Senior Officer, St. John's River.

P. S.—MY DEAR CAPTAIN: Besides the news by the enclosed, I have to add that McClellan is well up toward Richmond; the gunboats past City Point. The fight at Williamsburg and West Point, on the York River, was sharp. Franklin's division at the last place was outnumbered by General Lee, but the gunboats gave him a great lift, as usual. Norfolk is ours again and Stribling in command. Excepting the dry dock, not much destroyed on the yard. Pensacola is abandoned and much destruction at the navy yard. Fort Gaines is abandoned and Mobile will soon be ours.

Captain Davis arrived the day before Hollins made his attack and thrashed him well. He came out with eight ironclad boats against six; he blew up two and sank a third, when the five retreated under Fort Pillow.

Yours, most truly,

S. F. D. P.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the temporary withdrawal from his command of the U. S. S. Susquehanna.

NAVY DEPARTMENT, May 10, 1862.

SIR: Your dispatches of the following dates have been received: April 27, concerning the withdrawal of the *Susquehanna*. The Department would here state that the withdrawal of the *Susquehanna* was occasioned by an extraordinary emergency at Hampton Roads, and as soon as that ceases she will be returned to you.

* * * * *

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT.

Order of the Secretary of the Navy to Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding the duties of that vessel.

NAVY DEPARTMENT, May 10, 1862.

SIR: Hereafter the U. S. S. *Connecticut* will not supply the vessels of the Atlantic Squadrons and will touch at Port Royal only on the way to the Gulf. The Eastern Gulf Squadron commences at Cape Canaveral. On your return trip you will touch both at Port Royal and Hampton Roads, forwarding your mails, as usual, from the latter point to the Department. You will continue to bring home the sick and wounded from Port Royal and Hampton Roads and from any of the vessels of the Atlantic Squadrons that you may communicate with. Proceed on this service as soon as the *Connecticut* is ready for sea.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander M. WOODHULL,
Commanding U. S. S. Connecticut, New York.

Report of Lieutenant Semmes, U. S. Navy, commanding the U. S. S. Wamsutta, regarding an expedition to Darien, Ga.

U. S. S. WAMSUTTA,
St. Simon's, Georgia, May 10, 1862.

SIR: In obedience to an order of Commander J. R. Goldsborough, dated the 6th instant, received the 8th, directing me to proceed with the *Potomska* and this vessel to Darien, Ga., to look for the light-house apparatus of Doboy (which a contraband reported as being stored there), I started yesterday morning at 4 o'clock. At 6, having anchored off the town, a suitable force, consisting of the marine guard of the *Florida* and a detachment of sailors from the *Potomska*, under the command of Lieutenant Scott, of the *Florida*, was landed, and sentries were posted to command the streets leading to the house to be searched.

With some of the crew of this vessel the house was thoroughly searched by Lieutenant Scott and myself, but without success.

The search was confined to one house, as it was quite evident from the appearance of things that all valuables had been removed to some other point.

No whites were seen while our force was on shore; two showed themselves after the vessels dropped below the town; they watched our movements very closely.

An old steamer, which was perfectly useless without extensive repairs to her hull, I directed to be set on fire. While she was burning we put a shell from this vessel through her boiler. She had been sunk in the river, but had drifted to where we found her, about half a mile below the town.

I am, respectfully, your obedient servant,

A. A. SEMMES,
Lieutenant, Commanding.

Commander S. W. GODON, U. S. Navy,
Commanding U. S. S. Mohican, Present.

Capture of the schooner Mary Teresa off Charleston, S. C., May 10, 1862.

Report of Lieutenant Collins, U. S. Navy, commanding U. S. S. Unadilla.

U. S. GUNBOAT UNADILLA,
Off Charleston, S. C., May 10, 1862.

SIR: I have the honor to report that we this day, at 9 o'clock a. m., seized the schooner *Mary Teresa*, J. A. Silliman, master, under English colors, for attempting to run the blockade at this place.

She was from Nassau, New Providence, with a cargo of salt and assorted merchandise, bound to Halifax, [Nova Scotia].

She was formerly the pilot boat *No. 10*, of Charleston, and was built in 1852 at Wilmington, N. C.

In her certificate of British registry she is described as having one deck, two masts, schooner-rigged, square stern, carvel-built, no galleries, billet head, framework wood, 55 feet long, 17 $\frac{2}{10}$ feet wide, 6 $\frac{2}{10}$ feet deep; total tonnage, 27 $\frac{20}{100}$.

On the 29th day of April, instant, at Nassau, a certificate of British registry was issued to her, wherein J. A. Silliman was master and Edmund Gardner as sole owner, which certificate, with an imperfect manifest, and her crew list were the only papers found on board.

An American ensign was found in her cabin. A copy of the applications of her two passengers, bound to Charleston, to Flag-Officer S. F. Du Pont is herewith enclosed.

I send her to New York for adjudication, in charge of Acting Master's Mate W. H. Brice.

Enclosed is a descriptive list of the crew of the *Mary Teresa*.

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

N. COLLINS,
Lieutenant, Commanding.

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

[Enclosure.]

U. S. GUNBOAT UNADILLA, *May 10, 1862.*

HONORABLE SIR: The *Mary Teresa* having been taken a prize by the U. S. gunboat *Unadilla* on going to Charleston, S. C., we, the undersigned passengers, are now on board awaiting your pleasure, and pray that we may be sent, as you may deem best, to Charleston.

MOWBRAY HESLOP.
THOMAS HEFFRON.

Flag-Officer S. F. DU PONT,
U. S. Flagship Wabash, Port Royal, S. C.

Report of Commander Parrott, U. S. Navy, commanding the U. S. S. *Augusta*.

U. S. S. *AUGUSTA*,
Off Charleston, May 11, 1862.

SIR: I send the *Alabama* to Port Royal, as she is nearly out of coal and a fresh-water condenser awaits her there.

I send by her the master and crew of the schooner *Flash*, of Nassau, who were captured by the *Onward*. As they ran on shore and deserted their vessel in an attempt to run the blockade, I suppose they have no claims to be sent north, but some of them might be useful as witnesses for her condemnation. Some of them wish to ship for the *Onward*.

I also send by the *Alabama* that portion of the crew of the rebel schooner *General C. C. Pinckney*, which Lieutenant Commanding Creighton, of the *Ottawa*, retained on board on sending her to New York. I have not landed them, as I believe they would reengage in efforts to run the blockade or be obliged to assist in the defense of Charleston.

After capturing her the *Ottawa* chased a brig, which is believed to have gotten out of Charleston at the same time, but was outsailed by her. The previous night had been dark, with rain squalls, and too rough for the inshore vessel on the north end of the line (the *Pocahontas*), to send a boat inshore, as is her custom.

I have the honor to report the capture, on the 10th instant, by the *Unadilla*, of the schooner *Mary Teresa*, of and from Nassau, and pretending to be bound for Halifax. She was formerly pilot boat No. 10, of Charleston. She carried an assorted cargo, and has been sent to New York.

Occasionally, when the state of the tide and weather has made it prudent, a vessel has been allowed to leave, for the moment, the inner blockade and cruise seaward, just out of sight of the blockading fleet. This has resulted in the capture of the *General C. C. Pinckney* and the *Mary Teresa*, and I think it would be well to keep a vessel permanently in that position.

With the *James Adger*, *Huron*, and *Alabama* back here, and the number of vessels then present kept up, I think this could be done, and a gunboat which could go in and out over the bar, also spared for Bull's Bay.

I am, respectfully, etc., your obedient servant,

E. G. PARROTT,
Commander.

Flag-Officer S. F. DU PONT,
Comdy. South Atlantic Blockading Squadron, Port Royal, S. C.

P. S.—Two passengers captured on board the *Mary Teresa* by the *Unadilla* are also sent to the *Alabama*.

Very respectfully,

E. G. PARROTT,
Commander.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP *WARASH*,
Port Royal Harbor, S. C., May 13, 1862.

SIR: I have the honor to report the capture, on the 10th instant, off Charleston, of the schooner *Mary Teresa* by the U. S. gunboat *Unadilla*. She was formerly pilot boat No. 10, of Charleston. Lieutenant Commanding Collins sent her to New York for adjudication.

I send by the U. S. S. *Massachusetts* the master and crew of the schooner *Flash*, which vessel was captured by the *Restless* and sent to

New York for adjudication. The crew had abandoned the schooner and were escaping with her papers to the mainland when taken by the boats of the *Onward*. I forward by the *Massachusetts* the papers, directing them to the U. S. prize commissioners, New York.

I also send by the same steamer five of the crew of the schooner *General C. C. Pinckney*, captured by the *Ottawa* on the 6th instant.

Also five of the crew of the schooner *Albert*, captured by the *Huron*, together with two passengers who were on board at the time.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Flag-Officer Du Pont, U. S. Navy, regarding capture of boat's crew from the U. S. S. Sumpter, near Fort Jackson, Ga., May 11, 1862.

FLAGSHIP VERMONT,

Port Royal Harbor, S. C., July 29, 1862.

SIR: I have omitted hertofore to inform the Department of an important occurrence that took place about the middle of May last.

The *Sumpter* was stationed at Wassaw, on the inner blockade. Her commander, Lieutenant Pattison, sent one of his boats by the inner passage to Fort Pulaski for the purpose of gaining information concerning the enemy's gunboats, and placed her in charge of Acting Master Levi Crowell. Several other officers were permitted to go at the same time.

By some unaccountable mistake the boat, instead of continuing on the route to Pulaski, wandered up Wilmington Narrows and got into St. Augustine Creek, near Fort Jackson, and was taken by the pickets of the rebels. This information was subsequently obtained under a flag of truce.

I have endeavored, through General Hunter, to effect an exchange, but my efforts have not been successful. The officers and men, by the last information, were at Augusta, Ga.

Their names and rates are as follows:

Officers.—Levi Crowell, acting master; Charles G. Stevens, acting second assistant engineer; Warren Ewen, acting third assistant engineer; Frank W. Turner, acting master's mate; Robert F. Russ, acting master's mate.

Crew.—William F. Sprague, coxswain; Henry Stotler, quartermaster; John Ward, seaman; James Durham, seaman; O. F. Stone, ordinary seaman; John Miller, ordinary seaman; W. J. C. McIntire, ordinary seaman; David Wooster, landsman; Thomas Fay, landsman; Alfred W. Minor, surgeon's steward.

I have forwarded the list in case there is a general exchange of prisoners.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

P. S.—I learn that the above-named persons are very comfortably off at Augusta.

S. F. D. P.,
Flag-Officer.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Master Crowell, U. S. Navy, transmitting report of his capture while on boat expedition from the U. S. S. Sumpter, in Savannah River, May 11, 1862.

WEST DENNIS, [MASS.], October 24, 1862.

DEAR SIR: I was attached to the U. S. S. *Sumpter*, Thomas Pattison, lieutenant, commanding, in the capacity of acting master while on the blockade off Charleston and at Wassaw Sound from January to May last. Was taken prisoner on the 11th of May last (see report enclosed) and remained in rebel prisons until the 11th instant, on which I signed my parole at Richmond, Va. Arrived home yesterday. Hope soon to be exchanged, as I do not wish to remain inactive during this war for the preservation of our glorious Union. My address is West Dennis, Mass. Below I have written a copy of the parole.

Most respectfully, I remain your most humble servant,

LEVI CROWELL,
Acting Master, U. S. Navy.

Hon. GIDEON WELLES,
Secretary Navy.

Parole.—We, the undersigned, do most solemnly swear and pledge our most sacred word of honor that we will not aid, assist, or abet the enemies of the United States or Confederate States of America in the existing hostilities between the United States and Confederate States of America until released or exchanged.

[Enclosure.]

WEST DENNIS, MASS., October 24, 1862.

DEAR SIR: I was attached to the U. S. S. *Sumpter*, Thomas Pattison, lieutenant, commanding. On the 11th of May last, our ship lying at Wassaw Sound, blockading that place, I received permission from Captain Pattison to visit Fort Pulaski. I left the ship at 8 a. m. with the second cutter and a crew of 9 men, and 5 officers accompanied me, whose (officers') names are signed to this report. We started for the inland passage inside of Tybee Island, which is narrow and circuitous, and the entrance not easy to be observed. The correct passage was inside our lines, and we were unarmed. One of the sailors in the boat, named James Durham (who did not belong to this boat), professed to be acquainted with the way to the fort, and said he had been up those rivers and creeks a few years before when in the revenue cutter *Dobbin*, and volunteering his services as pilot. I not being acquainted in those waters, followed his directions. This man Durham, as we proceeded, kept assuring me we were going all right and would soon come to the creek which led to the fort. We must have passed the creek without noticing it, and continued on up the river until we were taken prisoners, all the while under the directions of Durham. We were surprised by a rebel picket force of 8 men off Whitmarsh Island, about 1 p. m., within pistol shot of the shore. The pickets were concealed in the long grass, and rising suddenly up and leveling their rifles, called on us to surrender. As we were unarmed, resistance was useless. We were taken to Savannah, a distance of about 8 miles, and sent off to Macon that night. Our sailors were imprisoned at Macon and the officers were sent to Atlanta, where we remained about five weeks; were then taken to Madison, [Ga.], together with General [B. M.] Prentiss and his officers, where we remained until the 7th instant; we then started for Richmond. This Durham deceived me. Either he did not know the way or purposely misled us into the hands of the enemy to revenge himself on me, as he

had been put in irons only about two weeks before by my orders for drunkenness and insulting language to his superior officers, and had only been out of irons a few days previous to starting for the fort. He told officers who were in the same prison with him that we were all armed and threw our arms overboard, and other base falsehoods. I am confident we should not have been prisoners but for this man.

LEVI CROWELL,
Acting Master, U. S. Navy.
 CHAS. G. STEVENS,
Second [Assistant] Engineer.
 WARREN EWEN,
Acting Third Assistant Engineer.
 R. F. RUSS,
Master's Mate.
 FRANK W. TURNER,
Acting Master's Mate.
 ALFRED W. MINOR,
Surgeon's Steward.

HON. GIDEON WELLES,
Secretary of the Navy.

P. S.—One of the boat's crew, Oliver F. Stone, died in prison at Macon, Ga., August 29.

Letter from Naval Constructor Lenthall, U. S. Navy, to Flag-Officer Du Pont, U. S. Navy, regarding vessels and stores for the South Atlantic Blockading Squadron; also expressing his opinion that war ships should be built of iron.

WASHINGTON, May 11, 1862.

DEAR SIR: I received your letters of the 28th March and 21st April, but you mention another one from St. Augustine that has never come to hand. Any of your vessels that can come to Baltimore will be fitted with very little delay and the *Flag* will now be ready in a week or ten days; there was a great deal to be done to her. Commodore Paulding was urgently requested to send the stores you asked for, and if there was no steamer to take up, a fast schooner as you recommended. I told him to send yellow metal and nails and also a quantity of the paint they use in New York for the bottoms of the vessels that are not coppered, and by beaching the small vessels, no doubt you can do much to save them.

* * * * *

I have written to Commodore Paulding to say that you would like a good gang of carpenter's mates to be shipped and live on board the *Vermont*, and if such a gang can be raised to confer with you at once; that what you wanted might be done at once; if you have not heard, write again. I also told him it was thought a set of ways for hauling up your light vessels might be useful and to consult with Mr. Delano, who was familiar with the size of your vessels, and if it could be done to make and send them out with suitable crabs or capstans. They have been directed in Boston to make a new rudder and send it out ready to hang and to hurry it off to you. The mainmast of the *Wabash* was ordered to be made in New York, but another can be made, but as I did not get the letter you refer to, do not know if any order has been given as to when or where the ship will come in. My idea about the *Vermont* was that she would only mount four or six guns, but Mr. Fox and the ordnance officer thought differently, and the captain of the vessel

wanted long topgallant masts and man-of-war looks, all of which it seems to me takes from the real usefulness of the vessel.

A large quantity of oil has been ordered out, and if it has not come write to the New York yard at once, for every requisition has been promptly forwarded there. When Captain Steedman arrived there were one or two vessels loading with coal in Philadelphia, and there seems to have been great difficulty in getting vessels to go to Port Royal, but I immediately directed the navy agent in New York to purchase about 5,000 tons of coal and dispatch the vessels one after the other as fast as possible and have them towed to sea. This was being done when your letter came to the Navy Department, and Mr. Fox ordered that 10,000 tons must be sent and all the steamers taken up in New York if necessary to do it. In that way the steamers came to be taken. No statement I could make was considered satisfactory, and he sent the *Bienville* besides. The navy agent of New York was told to send you future supplies, and it appears he has since sent a cargo, but that has been stopped. I was very sorry when your letter came, and was much distressed about it then and since, but the reason it may be better to tell on some other occasion than to write now. Your case was a trying and peculiar one, and I can not find fault with it. You must try and do the best you can with the coal, and if you choose can send some of the vessels on to Key West, and the additional freight will be paid there. If there is anything for which you are in a particular hurry, just name it, so that it may be expedited.

I see that Captain Davis was on a board to report on the "Stevens vessel," and the report was not conclusive. They have asked him for some explanations. Professor Bache was to have been on the board, but he prudently has so much to do that he could not go.

Commodore Smith, Isherwood, Mr. Martin, Mr. Hartt, and myself are on a board examining all the models offered for ironclad vessels, rams, and all such matters. My opinion is men-of-war for war times must now be of iron; this may be against my personal interests, but it is in the interest of my employers. Wooden vessels covered with iron, when wanted, will be found to be rotten, and unless for temporary immediate use ought not to be. Congress has appropriated twenty-three millions for ironclad vessels, and the impression seems to be it must be spent at once, but surely so great a thing as reconstructing the Navy at such an immense expense is not to be hurried quite so fast. Well, I suppose I am slow, and there are plenty of fast ones ready to jump in the boat. The commodore will not agree to the report I proposed, so he makes his own. I will send you a copy of mine.

Yours, truly,

J. LENTHALL.

Captain DU PONT, U. S. Navy.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting reports and chart of the position of the blockading vessels off Charleston, S. C., May 11, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 14, 1862.

SIR: I have the honor to enclose a chart by Mr. C. O. Boutelle, assistant superintendent of the Coast Survey, showing the position of the blockading vessels off Charleston, with a communication from Commander E. G. Parrott explanatory of it, to which I desire to call the particular attention of the Department.

Off Georgetown at present is the *Albatross*, *Norwich*, and *Gem of the Sea*.

In North Edisto, the *Crusader* and *Hale*.

At St. Helena, the *Dale*.

In Savannah River, the *Western World*.

At Wassaw, the *Florida*, *Vandalia*, and *Sumpter*.

From St. Catherine's to St. Andrew's Sound, inside, are the *Mohican*, *Wamsutta*, *Potomska*, and *Uncas*.

At Fernandina, the *Pawnee* and the *Darlington* and *Hope*.

In St. John's River, the *Seneca*, *Isaac Smith*, and *Patroon*.

Off Mosquito, *Henry Andrew*, and *Penguin*.

The *James Adger* left this morning for Charleston; the *Alabama* and *Pembina*, now here for coal and supplies, follow in a few days. The *Wyandotte* left this morning for Mosquito, to relieve the *Penguin*, ordered to this port. The *Ellen* is still undergoing repairs. The *Huron* will be ready for service this week.

I have read in the last papers the account of the recapture of the ship *Emily St. Pierre*, taken off Charleston, effected by clever artifice and enforced by gagging and putting in irons the prize officers and crew.

Under the stringent orders of the Department I am required to treat the officers and crew of vessels captured for violation of the laws of blockade as passengers, whose personal comfort must not be interfered with, irons not to be thought of except for our own people, and further, that the master and principal officers and most of the crew must be sent in the prize itself. Of course, under these orders, recaptures may be looked for.

I can not refrain from expressing the hope that the Government purposes to insist upon the return of the *Emily St. Pierre* to the United States courts for adjudication, inasmuch as the recapture by the crew of a neutral vessel is, as I believe, contrary to the law.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. BIBB,

Port Royal, S. C., May 12, 1862.

SIR: I have the honor to report that I have executed your instructions of the 9th instant, and have placed two buoys upon the Rattlesnake Shoal, off Charleston.

The position and character of the buoys are described in the accompanying copy of a letter addressed by me to Commander Parrott, U. S. Navy, senior officer on the blockade off Charleston.

I have also determined, approximately, the position occupied by the different blockading vessels off Charleston yesterday morning and submit herewith a sketch showing the positions of the vessels named upon it on the morning of May 11. I also enclose a memorandum drawn up by Captain Parrott, to accompany the sketch, and which he has requested me to transmit to you.

Yours, respectfully,

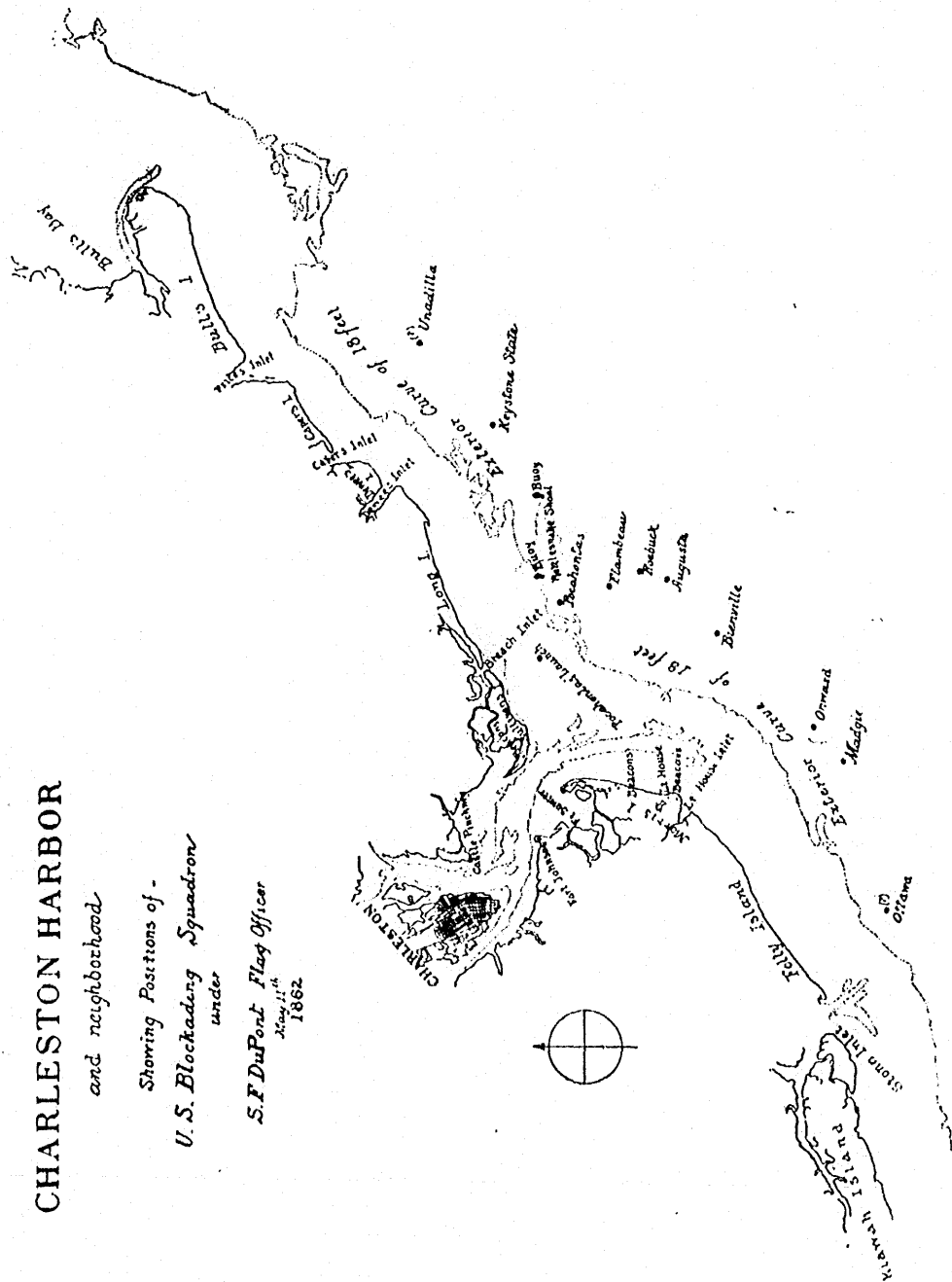
CHAS. O. BOUTELLE,

Assistant, U. S. Coast Survey, Commanding Surveying Steamer *Bibb*.

Flag-Officer S. F. DU PONT, U. S. Navy,

Commanding South Atlantic Blockading Squadron.

[Enclosure.]



[Subenclosures.]

U. S. S. BIBB,
Off Charleston, S. C., May 11, 1862.

SIR: I have to-day placed two buoys near the Rattlesnake Shoal. The outermost buoy is in $3\frac{1}{2}$ fathoms at mean low water. It is a first-class nun buoy, painted in black and red horizontal stripes, and carries a white staff, with white and black crossbars at the top. From it N. E. point of Long Island bears north, Breach Inlet bears N. 74° W., and Fort Sumter S. 88° W.

The inner buoy is a second-class nun buoy, painted like the outer one, and carrying a red staff, with red and black crosspieces. It is

moored in 3 fathoms at mean low water, and is in range from the outer buoy to Fort Sumter (north wall), with the south side of the clump of trees on Jones Island, known as Styles Point wood, just open to the north of Fort Sumter.

From it Breach Inlet bears N. 61° W., Fort Sumter S. 88° W., and your present anchorage bears S. The distance between the buoys is 2½ miles.

Twenty-one feet at low water may be carried from the inner to the outer buoy, passing north of the shoal and south of the southernmost wreck, which shows only the end of a yard out of water. I think that a good channel will also be found north of the wrecks, but have not tested the fact to-day.

Yours, respectfully,

CHAS. O. BOUTELLE,

Assistant, U. S. Coast Survey, Comdg. Surveying Steamer *Bibb*.

Commander E. G. PARROTT, U. S. Navy,
Senior Naval Officer on Blockade off Charleston.

Positions of the vessels of the blockading fleet off Charleston, S. C.

U. S. S. AUGUSTA,

Off Charleston, S. C., May 11, 1862.

The *Keystone State* and *Unadilla* are off and near Dewees Inlet. This inlet is the best night landmark on the coast, and vessels making the land to the eastward, and keeping close in, recognize their position when off it and attempt to run into Charleston by the northern channel, still keeping close in with the breakers, and at high tide passing inside of the wrecks of the second stone fleet. Vessels going out of Charleston endeavor to keep near the shore in the same manner, and when off Dewees Inlet are in a good position for running seaward. The *Unadilla*, with her light draft, can take a position close in, and the speed of the *Keystone State* would enable her to chase successfully. They purposely vary their positions somewhat, and take distances from each other along the land according to the clearness of the weather, endeavor also to intercept vessels passing outside of them, and receive signals from the *G. W. Blunt*, stationed farther to the eastward.

The *Pocahontas* is as near in toward Breach Inlet as the shoalness of the water and the battery there will allow. At night she keeps a boat inshore when the weather will permit.

She would hear the guns of the vessels off Dewees Inlet attempting to prevent any endeavor to run in, and consequently be on the lookout, and they would hear hers, attempting to stop vessels from running out.

The *Flambeau* is about S. S. E. from the *Pocahontas*, ready to assist her or to stop vessels which have doubled round her and attempt to run seaward, or to chase them, as she is fast.

The *Roebuck* is the next vessel to the southward. She makes night signals of vessels attempting to run in or out, and on a signal from this ship, or at her own discretion, on an alarm, hoists her lights, that vessels underway may have a point for bearings.

The next vessel to the southward and westward is the *Augusta*; then comes the *Bienville*, and then the *Alabama*. These vessels cover the distance from the *Roebuck* to the *Onward*, which is placed off the main ship channel, near the position marked "bell buoy" on the chart. She

makes signals of what she sees, and is a point for bearings at her end of the line.

The *Madgie* is off the Lawford Channel and close in.

It will be seen that while the ends of the line are as near the shore as is practicable, the center is thrown well out. This partly arises from the trend of the bar, but also it has been considered the best formation, as giving more room for pursuit in the direction of the bar.

The *Ottawa* is off Stono, and the *Restless* at Bull's Bay. Particular care is taken to have the fires of the steamers in condition for going ahead fast at daylight and at high tide at night.

One of the difficulties of the blockade of Charleston is that high water there occurs about the time the moon goes down.

The distance necessary to cover with vessels for making a complete blockade of Charleston is very great, and counting from off Dewees Inlet to the east end of Rattlesnake Shoal, and from Breach Inlet round to shoal water near Lawford Channel, is not less than 17 nautical miles, or 20 statute miles.

Respectfully submitted to Flag-Officer Du Pont by your obedient servant,

E. G. PARROTT,
Commander and Senior Officer Present.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, enjoining vigilance in the suppression of blockade running.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 12, 1862.

SIR: You are acquainted, through our several interviews and from letters from the Department, how systematic and determined the efforts are to run the blockade of Charleston.

I rely upon the vigilance and determination you have already shown, upon your resuming the command off that post as senior officer, that everything will be done to make the blockade more and more stringent. I will keep increasing your force by every available vessel which reaches me.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
U. S. S. James Adger.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Whiting, U. S. Navy, commanding U. S. S. Wyandotte, to proceed to blockade duty off Mosquito Inlet.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 12, 1862.

SIR: You will please proceed with the U. S. S. *Wyandotte*, under your command, off the bar of Mosquito Inlet, east coast of Florida, and relieve Lieutenant Commanding J. O. Williamson, of the *Penguin*, in charge of the blockade.

You will receive such information from Lieutenant Commanding Williamson which his experience off Mosquito may suggest as desirable you should know.

On your way down please call off the bar of St. John's River, and if any of the gunboats are inside let them send off for their mails.

In case none are there, you will proceed on to your station, placing them on board the *Penguin*, with my directions to Lieutenant Commanding Williamson to call on his way up and deliver them, if any vessel should be there. I would fire a couple or so of guns, as the gunboats might be at Yellow Bluff, in which case I would wait three or four hours.

Keep a lookout along the coast for sails and steamers. The large force off Charleston is directing them elsewhere to run the blockade.

Please consult with Lieutenant Commanding Williamson as to the necessity of retaining the *Henry Andrew* any longer inside the bar.

If she can be dispensed with send her to Port Royal to report to me.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding W. D. WHITING,
U. S. S. Wyandotte, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Williamson, U. S. Navy, commanding U. S. S. Penguin, to proceed to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 12, 1862.

SIR: The *Wyandotte*, Lieutenant Commanding Whiting, proceeds to relieve you. After transferring the blockade to him and giving him such information as your recent experience will suggest in reference to it, you will return to this port.

I wish particularly to know if you deem the presence of the *Henry Andrew* any longer necessary inside the bar. The live oak being burned, and no attempts made to run the blockade, I should think the *Wyandotte* would cover the inlet sufficiently.

If this should be your opinion, direct Lieutenant Commanding Whiting to send her up as soon as she can cross outside the bar.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. C. WILLIAMSON,
U. S. S. Penguin, Mosquito Inlet.

P. S.—You will please see that all the effects of the late Acting Master Mather are transferred to your ship.

S. F. DU P.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Gillespie, U. S. Navy, commanding U. S. bark Braziliera, to proceed to Philadelphia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 12, 1862.

SIR: As I can not supply you with the men, officers, and stores asked for in your requisitions of to-day, you will proceed at once to the port of Philadelphia and report to the commandant of the navy yard, to

whom you will make known your wants. I will inform the Department by the mail, which leaves here on Wednesday, of these orders.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master W. T. GILLESPIE,
U. S. Bark Braziliera, Port Royal.

Report of the master of the U. S. Army transport Delaware, regarding relief extended to the U. S. ship Shepherd Knapp.

STEAMER DELAWARE, *May 13, 1862.*

DEAR SIR: Yesterday, on my passage from Edisto to Port Royal, I saw a United States ship making signals of distress. I immediately ran in for her and found her to be the *Shepherd Knapp*. She was ashore off St. Helena Sound. I laid by her until the tide made, and then pulled her off and towed her in 7 fathoms water, where she anchored. The ship is all right.

Respectfully, your obedient servant,

JAS. S. OANNON,
Master Steamer Delaware.

Captain RODGERS,
U. S. S. Wabash.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding proposed attack upon Charleston, S. C.

Confidential.]

NAVY DEPARTMENT, *May 13, 1862.*

SIR: This Department has determined to capture Charleston as soon as Richmond falls, which will relieve the iron boats *Galena* and *Monitor*. These vessels, and such others as can be spared from Hampton Roads, will be sent to Bull's Bay under convoy of the *Susquehanna*.

The glorious achievements of our Navy, inaugurated by yourself, give every reason to hope for a successful issue at this point, where rebellion first lighted the flames of civil war.

The War Department sends instructions to-day to General Hunter, with whom you will consult, and with whom you will cooperate fully, unless the move should be purely naval, when he will render you every assistance.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Abduction of the Confederate steamer Planter from Charleston, S. C., May 13, 1862.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 14, 1862.

SIR: I enclose a copy of a report from Commander E. G. Parrott, brought here last night by the late rebel steam tug *Planter*, in charge of



CONFEDERATE STEAMER PLANTER.

an officer and crew from the *Augusta*. She was an armed dispatch and transportation steamer attached to the engineer department at Charleston, under Brigadier-General Ripley, whose barge, a short time since, was brought out to the blockading fleet by several contrabands.

The bringing out of this steamer, under all the circumstances, would have done credit to anyone. At 4 in the morning, in the absence of the captain, who was on shore, she left her wharf close to the Government office and headquarters, with palmetto and Confederate flag flying, passed the successive forts, saluting as usual by blowing her steam whistle. After getting beyond the range of the last gun she quickly hauled down the rebel flags and hoisted a white one.

The *Onward* was the inside ship of the blockading fleet in the main channel, and was preparing to fire when her commander made out the white flag.

The armament of the steamer is a 32-pounder, on pivot, and a fine 24 pounder howitzer. She had, besides, on her deck, four other guns, one 7-inch rifle, which were to be taken the morning of the escape to the new fort on the middle ground. One of the four belonged to Fort Sumter, and had been struck, in the rebel attack on that fort, on the muzzle.

Robert, the intelligent slave and pilot of the boat, who performed this bold feat so skillfully, informed me of this fact, presuming it would be a matter of interest to us to have possession of this gun.

This man, Robert Smalls, is superior to any who has yet come into the lines, intelligent as many of them have been. His information has been most interesting, and portions of it of the utmost importance.

The steamer is quite a valuable acquisition to the squadron, by her good machinery and very light draft. The officer in charge brought her through St. Helena Sound and by the inland passage down Beaufort River, arriving here at 10 last night.

On board the steamer when she left Charleston were 8 men, 5 women, and 3 children.

I shall continue to employ Robert as a pilot on board the *Planter* for the inland waters, with which he appears to be very familiar.

I do not know whether, in the views of the Government, the vessel will be considered a prize; but, if so, I respectfully submit to the Department the claims of this man Robert and his associates.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commander Parrott, U. S. Navy, commanding U. S. S. *Augusta*.

U. S. S. *AUGUSTA*,
Off Charleston, May 13, 1862.

SIR: I have the honor to inform you that the rebel armed steamer *Planter* was brought out to us this morning from Charleston by eight contrabands and delivered up to the squadron. Five colored women and three children are also on board. She carries one 32-pounder and one 24-pounder howitzer and has also on board four large guns, which she was engaged in transporting.

I send her to Port Royal at once, in order to take advantage of the present good weather. I send Charleston papers of the 12th, and the

very intelligent contraband who was in charge will give you the information which he has brought off.

I have the honor to request that you will send back, as soon as convenient, the officer and prize crew sent on board.

I am, respectfully, etc., your obedient servant,

E. G. PARROTT,

Commander and Senior Officer Present.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

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

U. S. SHIP ONWARD,

Off Charleston, S. C., May 13, 1862.

SIR: I have to report that this morning at sunrise I saw a steamer coming from the direction of Fort Sumter and steering directly for this ship. I immediately beat to quarters and sprung the ship around so as to enable me to bring her broadsides to bear, and had so far succeeded as to bring the port guns to bear, when I discovered that the steamer, now rapidly approaching, had a white flag set at the fore.

The steamer ran alongside and I immediately boarded her, hauled down the flag of truce, and hoisted the American ensign, and found that it was the steamer *Planter*, of Charleston, and had successfully run past the forts and escaped. She was wholly manned by negroes, representing themselves to be slaves.

I herewith place the steamer in your hands for disposition.

Very respectfully, your obedient servant,

J. F. NICKELS,

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

Commander E. G. PARROTT,

Senior Officer, Commanding Blockading Squadron off Charleston.

Order of Commander Parrott, U. S. Navy, to Acting Master Watson, U. S. Navy, to proceed with the steamer *Planter* to Port Royal, S. C.

U. S. S AUGUSTA,

Off Charleston, May 13, 1862.

SIR: You will take charge of the prize steamer *Planter*, proceed with her to Port Royal, and report to Flag-Officer S. F. Du Pont.

You will make every exertion to rejoin this vessel with your prize crew and the arms, etc., intrusted to your care as soon as possible.

I am,

[E. G. PARROTT,
Commander.]

Acting Master WATSON.

Order of Acting Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding appraisement.

NAVY DEPARTMENT, *May 18, 1862.*

SIR: The Department has received your interesting dispatch in relation to the rebel armed steamer *Planter*, brought out from Charleston by eight contrabands and delivered to our naval forces off that port.

You will please have the *Planter* appraised and the report of appraisal forwarded to the Department.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Memorandum.

The following memorandum was found on board the rebel steamer *Planter*, brought out of Charleston by Robert Smalls (contraband), on 13th May, 1862, written in pencil without date or signature:

The enemy appeared to be conversant with the locality of the forts. The channel in by Martin's Industry gave them some considerable trouble and delay.

It is presumed that the enemy met with some loss. One of the heavy shot from Bay Point struck the flagship amidships and no doubt caused some loss of life.

The enemy kept up an animated fire, outflanking with their light gunboats Hilton Head Fort to the westward.

The troops in the fort fought with great courage and determination. At Bay Point the order to retreat was felt to be judicious, but the soldiers were anxious to remain and battle it out to the last.

Captain Elliott spiked his guns and destroyed most of his ammunition.

It is thought that 20,000 Northern troops have landed on Hilton Head. The enemy's facilities were complete, and from this time Port Royal will be held at will.

Their powerful Navy possesses every advantage, but on the land their troops are bound to be badly whipped.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting copy of an act of Congress in the case of Robert Smalls and others.

NAVY DEPARTMENT, *July 15, 1862.*

SIR: I transmit herewith a copy of an act of Congress for the relief of Robert Smalls and others; also a duplicate of a letter in reference to the same, addressed to you from this Department the 6th ultimo.

Your dispatch of the 9th ultimo states the appraisal of the vessel, exclusive of the loose guns sent to New York, to be \$9,000.

The loose guns were appraised at \$168, making the total \$9,168, one-half of which (\$4,584) is to be divided between Robert Smalls and his associates.

You will inform the Department in what proportion this amount should be divided between them.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

NAVY DEPARTMENT, *June 6, 1862.*

SIR: I transmit herewith a copy of the act of Congress for the relief of Robert Smalls and others.

Your attention is called to the last clause of the first section.

You will have the boat appraised, as before ordered, and, with the appraisal, forward to the Department the names of the associates of

Robert Smalls, with the amount which, in your opinion, should be apportioned to each of them.

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

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Subenclosure.]

PRIVATE No. 12.—An act for the benefit of Robert Small[s] and others.

Be it enacted 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 to cause the steam transport boat Planter, recently in the rebel service in the harbor of Charleston, and all of the arms, munitions, tackle, and other property on board of her at the time of her delivery to the Federal authorities, to be appraised by a board of competent officers, and when the value thereof shall be thus ascertained to cause an equitable apportionment of one-half of such value so ascertained as aforesaid to be made between Robert Small[s] and his associates who assisted in rescuing her from the enemies of the Government.

Section 2. *And be it further enacted, That the Secretary of the Navy may, if he deems it expedient, cause the sum of money allotted to each individual under the preceding section of this act to be invested in United States securities for the benefit of such individual, the interest to be paid to him or to his heirs annually until such time as the Secretary of the Navy may deem it expedient to pay to him or his heirs the principal sum as aforesaid.*

Approved May 30, 1862.

Letter of Commander Rodgers, U. S. Navy, commanding the U. S. S. Wabash, to the Secretary of the Navy, regarding the flags of the Planter.

U. S. S. WABASH,
Philadelphia, July 15, 1862.

SIR: In obedience to an order from Flag-Officer Du Pont I have the honor to send to you, through Adams Express, the two flags of the steamer *Planter*, brought out of the harbor of Charleston in May last by Robert Smalls and his associates, and by them delivered to the blockading squadron.

I am, very respectfully, your obedient servant,
O. R. P. RODGERS,
Commander, Commanding U. S. S. Wabash.

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

Report of Flag-Officer Du Pont, U. S. Navy, regarding the apportionment of prize money to Robert Smalls and others.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 19, 1862.

SIR: I have the honor to submit to the Department the following apportionment of the one-half of the appraised value of the steamer

Planter, with her armament and loose guns found on board, among Robert Smalls and his associates:

The appraised value of the vessel and her armament was	\$9, 000
The appraised value of loose guns	168
Total	9, 168

Amount to be apportioned is one-half, or

4, 584

To be distributed as follows:

Robert Smalls, leader of the party	\$1, 500
John Smalls	450
A. Gridiron, old engineer of <i>Planter</i>	450
J. Chisholm	400
A. Alston	400
G. Turno	400
A. Jackson	400
W. Morrison, who joined the <i>Planter</i> after she left the wharf	384
Annie. } Unprotected women of the party	100
Lavinia }	

Total

4, 584

The other women (not mentioned above) derive benefit through their various relationships to the men; these two have no such connection, and are destitute and unprovided for.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Lieutenant Ravenel, C. S. Army.

HEADQUARTERS, SECOND MILITARY DIST. OF SOUTH CAROLINA,

Charleston, S. C., May 13, 1862.

GENERAL: I have to report that the steamer *Planter* was stolen from Southern Wharf at between 3 and 3.30 o'clock this morning and taken to the enemy's fleet, off the bar, where she was visible till late in the forenoon. By telegram from Stono this afternoon it is reported that she has gone south. The *Planter* is a high-pressure, light-draft boat, drawing ordinarily not more than 3½ to 4 feet, and has been employed in the Confederate service in the transportation of ordnance, etc., to and from the various posts in the harbor and other localities in the neighborhood. She was under the command of O. J. Relyea as master, Samuel H. Smith, a Charleston pilot, being mate, and Zerich Pitcher, engineer, with a colored crew, eight in number, and all slaves. Neither the captain, mate, nor engineer were on board at the time of her departure, notwithstanding Paragraph VIII, in Orders No. 5, viz:

All light-draft steamers in the employ of the Government will be in readiness to move at once, their officers and crews, when at the wharf, remaining on board day and night.

Four of her colored crew and one of the colored crew of the steamer *Etowah* are missing, and are supposed to be parties to the theft. The *Planter* was to have taken to the Middle Ground battery early this morning a portion of the armament for that fortification, which had been put on board yesterday afternoon, viz, a banded rifle 42, one VIII-inch columbiad, one VIII-inch seacoast howitzer, and one

32-pounder. She had also mounted for her own use one 32-pounder and a 24-pounder howitzer, and for use in Fort Sumter a X-inch columbiad carriage, all of which have fallen into the hands of the enemy.

From an examination of the guard in the neighborhood of the wharf whence the *Planter* was stolen, it would appear that about 8 o'clock last night two white men and a white woman went on board of her, and as they were not seen to return it is supposed that they have also gone in her. The sentinel on post about 50 yards from where the *Planter* was moored noticed her movement from the wharf at between 3 and 3.30 o'clock, but did not think it necessary to stop her, presuming that she was but pursuing her usual business. The *Planter*, after leaving the wharf, proceeded along the bay as far, perhaps, as the Atlantic Wharf, where, after a short stoppage and the blowing of her whistle, she was turned and proceeded on her course to sea. She passed Fort Sumter at 4.15 o'clock and was reported by the sentinel on duty to the officer of the day. She was supposed to be the guard boat and allowed to pass without interruption.

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

F. G. RAVENEL,
Aid-de-Camp.

Brigadier-General R. S. RIPLEY,
Second Military District.

CONFEDERATE REPORTS AND CORRESPONDENCE.

[Telegram.]

RICHMOND, *October 3, 1861.*

Leave in possession of the ~~any~~ officers whatever they claim as belonging to that Department.

J. P. BENJAMIN,
Acting Secretary of War.

Captain CHILDS,
Savannah, Ga.

Letter from the Chief of Office of Orders and Detail to Lieutenant Dozier, U. S. Navy, declining to grant furlough.

U. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, October 7, 1861.

SIR: Your telegraph dispatch has been received.

The Department declines granting you a furlough, as your services are required at New Orleans.

There is no more prospect of an immediate fight with the enemy at Charleston, S. C., than at New Orleans.

Respectfully, your obedient servant,

FRANKN. BUCHANAN,
Captain, in Charge, etc.

Lieutenant W. G. DOZIER, U. S. Navy,
New Orleans.

[Telegram.]

RICHMOND, *October 29, 1861.*

Colonel Mercer was appointed brigadier-general to-day. The enemy's fleet sailed south this morning; destination unknown.

J. P. BENJAMIN,
Acting Secretary of War.

General [A. R.] LAWTON,
Savannah.

[Telegram.]

RICHMOND, *November 1, 1861.*

I have just received information, which I consider entirely reliable, that the enemy's expedition is intended for Port Royal.

J. P. BENJAMIN,
Acting Secretary of War.

Brigadier-General [THOMAS F.] DRAYTON,
Beaufort, S. C.

[Telegram.]

RICHMOND, *November 1, 1861.*

I have just received information, which I consider entirely reliable, that the enemy's expedition is intended for Port Royal.

J. P. BENJAMIN,
Acting Secretary of War.

Brigadier-General [ROSWELL S.] RIPLEY,
Charleston, S. C.

[Telegram.]

RICHMOND, *November 1, 1861.*

I have just received information, which I consider entirely reliable, that the enemy's expedition is intended for Port Royal.

J. P. BENJAMIN,
Acting Secretary of War.

Governor [FRANCIS] W. PICKENS,
Columbia, S. C.

[Telegram.]

CHARLESTON, *November 3, 1861.*

Enemy passing close in, somewhat scattered. Two of his steamships reported ashore near Georgetown. Crews prisoners. Commodore Tattnall at Port Royal. Am in connection with General Lawton and General Anderson. Desire authority to retain services of General Trapier, should the enemy land, for a time. Port Royal to be reinforced and supplied to-day and to-morrow.

RIPLEY,
General.

[Telegram.]

SAVANNAH, *November 4, 1861.*

The enemy's fleet concentrating between Savannah River and Port Royal. Point of attack still doubtful. More than twenty vessels in sight.

A. R. LAWTON,
Brigadier-General.

J. P. BENJAMIN,
Acting Secretary of War.

[Telegram.]

CHARLESTON, *November 4, 1861.*

Enemy's fleet concentrating between Tybee and Port Royal. Have started reinforcements to General Drayton. Am occupying the country inland with cavalry and concentrating the force here to reinforce either Drayton or Lawton. Desire authority for General Anderson to reinforce me. Not much fear of any landing north of Edisto.

R. S. RIPLEY.

General COOPER,
Adjutant-General.

[Telegram.]

CHARLESTON, *November 5, 1861.*

Forty-one vessels reported off Beaufort. Attack imminent. Have requested General Lawton to reinforce Hilton Head with from 500 to 1,000 men, and have requested General Anderson to send me two regiments and a field battery. Will you confirm the requests? Shall start in person as soon as reserve is organized, and attack as soon after they land as I can reach them.

R. S. RIPLEY.

General S. COOPER.

[Telegram.]

GOLDSBOROUGH, *November 6, 1861.*

The following letter has just reached me, having been picked up near the wreck of the steamer *Union*, addressed by Louis H. Pelouze, acting assistant adjutant-general, to the captain of that steamer:

In the event of your transport being separated from the fleet you will proceed to Port Royal, S. C., and report to quartermaster of that port.

R. O. GATLIN,
Brigadier-General.

General S. COOPER.

[Telegram.]

COLUMBIA, *November 13, 1861.*

Steel-clad steamer *Pingal*, cargo arms, etc., just run the blockade and safe at Savannah. Now please send me an order for arms, as it is necessary. I am just off for Charleston. Arm us and we are safe

F. W. PICKENS.

President DAVIS.

Special orders of General Lee, U. S. Army, regarding the superintendence of the armament of batteries in Charleston Harbor and the mustering into service of South Carolina troops.

SPECIAL ORDERS, }
No. 1. }

HEADQUARTERS,
Charleston, S. C., November 16, 1861.

I. Commodore Ingraham, U. S. Navy, is assigned to duty in Charleston Harbor. He will superintend the preparation and armament of the batteries for its defense; assign to duty the naval officers at his disposal as ordnance officers at the batteries, and execute such other orders relative to the naval operations in the harbor as he may receive from Flag-Officer Tattnall, Provisional Navy.

II. Lieutenant-Colonel John S. Preston, assistant adjutant-general, U. S. Army, is hereby ordered to inspect and muster into service of the Confederate States for the war such troops of the State of South Carolina as may be transferred by the governor of the State.

By order of General Lee:

T. A. WASHINGTON,
Captain, Assistant Adjutant-General.

[Telegram.]

RICHMOND, November 18, 1861.

We have sent you every naval man and artillerist we could lay our hands on. In a few days I may possibly get hold of two or three more.

J. P. BENJAMIN,
Acting Secretary of War.

General [James H.] TRAPIER,
Charleston.

Report of Lieutenant-Colonel Gill, U. S. Army, regarding the condition of coast batteries from Savannah, Ga., to Fernandina, Fla.

SAVANNAH, GA., November 27, 1861.

SIR: As directed in Special Orders, No. 2, Headquarters, Coosawhatchie, November 17, 1861, I proceeded to Fernandina and to the batteries along the coast to examine the condition of their armament, and have the honor to make the following report:

1st. The batteries on Amelia Island are not completed; some of the guns are to be changed, and others have yet to be mounted. These are, one 10-inch rifle gun, one 32-pounder rifle gun, three VIII-inch columbiads, four army and four navy pattern 32-pounder guns, two 24-pounder guns, and one of field guns, two 3-inch rifle guns, four 6-pounder bronze guns, one 6-pounder iron gun.

The guns in position (barbette) are well mounted, except an VIII-inch columbiad, which has an unequal bearing on the platform. It is being remedied by letting the pintle bolster deeper into the pintle cross. In the columbiad carriages yellow pine is substituted for oak, and I directed an additional iron strap, to secure the braces, to be added to each brace. I may add that all the columbiad carriages on the coast are made of yellow pine, and are additionally strengthened in the same way.

The guns are all supplied with the necessary equipments; have all the implements for firing hot shot and preparing and firing shells, and are provided with shot, shells, fuzes, and ammunition for 70 rounds each.

I have directed a few articles to be sent to Colonel Dilworth. He asked for 45 sabers and 1,000 Enfield rifles.

2d. The battery on the south end of Cumberland has four 32-pounder naval guns en barbette. The carriages, platforms, and guns are in excellent order, but the battery is almost deficient in implements. There are no shells; 50 rounds of powder and shot for each gun. Orders have been given for its supply at once, and until furnished spare implements and shells have been sent from Amelia Island.

3d. The battery on Jekyl Island has one 42-pounder gun en barbette; four 32-pounder navy guns en barbette. They appear to work well, and have each about 60 rounds shot and shell; not a sufficient number of the latter. This battery is scantily furnished with implements. I have arranged to send them, through Lieutenant Harden, acting ordnance officer at Brunswick, all that will be required.

4th. St. Simon's batteries have one X-inch columbiad; one VIII-inch columbiad (in process of mounting); two 42-pounder guns; five 32-pounder guns. The guns and carriages work well, except the X-inch columbiad, which bears too heavily on the pintle bolster. This was directed to be remedied by cutting away a small part of the chassis. The battery is supplied with implements; each gun has about 75 rounds of shot and shell, with the ammunition. But as the guns are to be distributed in several batteries, I conceive it proper to order additional stores. (See requisition for depot at Brunswick.)

5th. Fort Pulaski has five X-inch columbiads en barbette, six VIII-inch columbiads en barbette, two X-inch mortars en barbette, three VIII-inch columbiads in casement, two 42-pounder guns in casement, twenty 32-pounder guns in casement, one 24-pounder gun, plank casement. The guns and carriages are all in excellent condition; have an abundance of all kinds of implements, fuzes, etc. Each gun has about 120 rounds of shot and shell. Some of the fuzes are imperfect; these I am renewing with new ones from the Augusta arsenal.

The fuzes in a number of instances are imperfect in several batteries; as fast as they can be made, others are supplied. The two mortars have but 70 shells between them. I have ordered an additional supply to the fort, and have recommended two 12-pounder field howitzers to be placed so as to flank the ditch.

6th. Fort Jackson (Ga.) has one 32-pounder navy gun (rifled), five 32-pounder navy guns, three 18-pounder guns. They are in good order, and are supplied, or being supplied, with the necessary implements, etc. Each gun has about 60 rounds.

7th. Battery on Green Island has one 10-inch [sic] rifled gun (caliber 6.4), one X-inch columbiad, two VIII-inch columbiads, two 42-pounder guns, four 32-pounder guns. The rifle gun has just been mounted. I fired from it, and with $9\frac{1}{2}^{\circ}$ elevation attained a range of about $1\frac{1}{2}$ miles. The guns and carriages work extremely well; they have everything to make their fire effective. The battery is supplied with about 60 rounds to a gun; has a portable shot furnace, which I think too small for this point.

8th. Thunderbolt battery has one VIII-inch gun (columbiad), three 18-pounder guns. The battery is in good order, and has about 50 rounds to a gun.

The batteries in the neighborhood of Savannah are well served, and with the allowance of ammunition will do very effective service.

I have advised in every case the adoption of ricochet firing. This, if the guns are not fired too rapidly, will, in my opinion, enable all the batteries to make a good defense against shipping. To make the men more deliberate, particularly in the commencement of an action, the gunners should not be permitted to fire but a certain number of rounds in an hour, and the loading be by "detail."

There has been some trouble in firing shell from several of the batteries; the fuzes in some instances were imperfect and the fuze plugs improperly driven in others. I have made arrangements for a new supply of fuzes as rapidly as they can be supplied at the Augusta arsenal, and have given instructions so as to insure the proper loading of shells, etc.

Some of the regiments on the coast are armed with shotguns and sporting rifles. They have little or no ammunition. I propose to put up for the shotguns a blank cartridge, to fire a small linen bag containing twelve buckshot. I requested the State ordnance officer to give me the calibers of the rifles, to make fixed ammunition for them. I will furnish each regiment with a caliber gauge, and it will enable them to furnish me with the kind and quantity of cartridges required.

Fire and light balls, rockets, fuzes, port fires, fixed ammunition, and cannon powder, implements, and gun carriages are required most at present. These I have been engaged on at Augusta arsenal, and I will repair thither and push the force employed there as much as possible in supplying the above deficiency. I find it necessary to be there to superintend the works in construction, as there is no one there of sufficient experience in artillery or ordnance duties to direct matters.

In an order from the ordnance officer, received in October, I was directed to obtain reports from all the batteries along the coast of Georgia and Florida as far as Apalachicola, with the view of furnishing those batteries with ordnance and ordnance stores. Some of these reports have been received, and I will prepare the arsenal to supply their wants.

In conclusion I will state that the powder mills at the arsenal have been delayed in their work. On my return there I will work them at once night and day, and expect to turn out from 300 to 500 pounds of cannon [powder] per day. If possible, this amount shall be increased.

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

W. G. GILL,

Lieutenant-Colonel, Ordnance Officer.

Captain T. A. WASHINGTON,

Assistant Adjutant-General.

Letter from Louis Heyliger to the Secretary of War regarding blockade runners Theodora and Isabel.

CHARLESTON, [S. C.], December 4, 1861.

DEAR SIR: I arrived yesterday and telegraphed to you that we would get off to-night. Such is still the intention, the only difficulty being the completion of the crew, but that we fully expect to get through with this afternoon.

The *Theodora* has 75 bales of cotton on board, of which 55 cost 8 cents, quality middling, and 20 good middling, 8½ cents. Amount of invoice, \$2,637.40.

The steamer *Isabel* got off last night for Nassau, dispatched by John Fraser & Co., with 800 bales of cotton.

I got the bill for £3,000 at 25 per cent premium. It is drawn by the State Bank on the Royal Bank of Liverpool.

Please present my best regards to my friend St. Martin and to Messrs. Kennea & Declouet, and believe me,

Very respectfully, your obedient servant,

L. HEYLIGER.

Hon. J. P. BENJAMIN,
Secretary of War, Richmond, Va.

Letter from E. J. Arthur to Hon. W. W. Boyce urging attention to the serious condition of affairs in South Carolina.

COLUMBIA, S. C., December 7, 1861.

DEAR SIR: Yours of the 2d instant did not reach me until yesterday. I thank you for your attention to my petition.

In relation to Charleston, I have unpleasant news to communicate, which will probably have reached you before this does. I must believe the General Government has been kept in the dark in relation to the condition of affairs in South Carolina. Last night a dispatch was received here that an innumerable fleet had appeared off Charleston, and every man that could be had was called for. General Jones told me that our whole effective strength from Charleston to Savannah was 7,000 men, scattered along the line of the Savannah and Charleston Railroad. I learn this morning that the slaves of the islands are flocking in large numbers to the Yankees. I am sorry to say, from all the information I can get, that the result of the Port Royal affair has been entirely to destroy confidence in their general officers, more particularly in Drayton and Ripley. I have heard that a prominent officer who was at Port Royal had expressed the opinion that it would be difficult again to bring the men who were in that engagement up to the fighting point under the lead of their present generals. It is undoubtedly true that the troops have no confidence whatever in the skill or ability of their general officers.

It seems to be pretty generally conceded that if the Yankee fleet of gunboats choose to do so they can easily run the gantlet of Forts Sumter and Moultrie. Charleston is in a perfect panic.

Do you not think our President and his advisers have been outgeneraled by the Yankees keeping up the appearance of an advance upon Manassas and drawing all the effective men of the South to that point whilst they have been preparing the most enormous expeditions for the South Carolina coast, where we are most vulnerable and least protected, and where an effective blow struck would do more to crush the rebellion, as they call it, than anywhere else. I am perfectly satisfied that Charleston and the whole lower country of South Carolina will be in the hands of the enemy before the 1st of January unless President Davis will send us large reinforcements or else send us a general like Beauregard, in whom the army has confidence. With Lee, Ripley, and Drayton we are gone, and the whole State is liable to be overrun.

Can you not do something for us? I do not wish to be considered an alarmist, but I do assure you the most confident of our people here are evidently seriously alarmed at the present state of affairs.

For God's sake send us more troops or a good general.

Truly, your friend,

E. J. ARTHUR.

Hon. W. W. BOYCE.

Letter from Louis Heyliger to the Secretary of War regarding his arrival at Nassau, New Providence, in the steamer Theodora, in disabled condition.

NASSAU, NEW PROVIDENCE, December 10, 1861.

DEAR SIR: I have just arrived here in distress. Twenty-four hours after leaving Charleston we encountered heavy weather, which increased to a gale, and during forty-eight hours we battled for life inch by inch, expecting every moment to go to the bottom. The water in the hold was up to our ash pans. It was a terrible time, and we had all given ourselves up as lost. The captain, engineers, and crew behaved nobly. The forward works were stove in, but the hull has suffered no injury—at least I hope so. Probably the lower tier of cotton is damaged. She will have to be recalced and examined. A portion of her guards will have to be cut off. Indeed, we ought never to have gone to sea with the guards. It is altogether too dangerous at this time of the year. This will cause a detention here of several days, and an expenditure, including coal, of probably \$900 to \$1,000. I ascertained an hour after my arrival that a British dispatch boat was to leave for Havana during the day, and through the influence of Mr. Adderly the governor has allowed the captain of the vessel to give me a passage. I intend, therefore, to leave immediately, and arrange with Mr. Helm so that there may be no unnecessary delay in getting cargo at Cardenas. I trust you will approve of this.

If the cotton, or rather a small portion of it, is only slightly wet, I have told the captain to bring it all on to Cardenas. If some of the bales should be badly damaged, they may as well be disposed of here.

This letter goes by the *Gladiator*, Captain Bird, who, I hope to God, will run the blockade safely. Her cargo is immensely valuable; but you will know all about this. Captain Bird was instructed to meet Helm here, and was greatly disappointed in not finding him. As it would not do for the steamer to remain here for any length of time, the captain has concluded to go to-morrow, taking with him as pilot Mr. Lockwood, a brother of our captain, who came out on the *Isabel*. Rather than that he should have failed in getting the right man, I would have given up my captain, for the cargo of the *Gladiator* is worth ten *Theodoras*.

The affair of the *Trent* I find creates a universal feeling of indignation among the Britishers. I heard an officer say that if the Government did not resent it becomingly he would forever renounce his title as Englishman.

Remember me kindly to St. Martin and to Messrs. Konnea & Declouet, and believe me, very respectfully, your obedient servant,

L. HEYLIGER.

HON. J. P. BENJAMIN,
Secretary of War, Richmond.

Report of General Lee, C. S. Army, regarding the mustering of State regiments into the Confederate service and the condition of Southern defenses.

CHARLESTON, S. O., December 16, 1861.

SIR: Your letter of the 8th instant, forwarded from Coosawhatchie, has just been received. Two of the batteries, Thornton's and Leake's, and

two of the regiments, [Alfred S.] Fulton's and [John H.] Savage's, mentioned in your letter, have arrived. I hope the others named will be dispatched without delay.

I have notified Governors Pickens and Brown that unless they had troops from their States "for the war" ready to receive the arms at my disposal I should issue them to regiments from other States that have offered themselves for service in this department. On being informed by General Lawton that he had been advised by Governor Brown that he had none from Georgia, I directed him to arm the Mississippi regiment, Colonel Dowd. On the application of General Trapier for reinforcements, having no other regiment available, I have directed General Lawton to send the Mississippi regiment to Fernandina, where they have only 1,300 men.

The Mississippi regiment, with some Georgia companies that have been mustered into the Confederate States service for the war, will absorb all the arms intended for Georgia troops. There are several companies in this State organized for the war, recently raised and unarmed, attached to Colonels Orr's and Dunovant's regiments, that will require so many arms as not to leave more than sufficient for one regiment. If a regiment is not furnished by South Carolina I will receive either Colonel Mitchell's or Colonel C. C. Lee's regiment from North Carolina. The latter officer is a graduate of the West Point Academy, and I believe before his recent resignation was in the ordnance corps. He served in Virginia as lieutenant-colonel of Colonel [Daniel H.] Hill's regiment, North Carolina volunteers.

Could more arms be had for troops for the war, I believe there would be no difficulty in procuring men. There is great need of more heavy guns; but, knowing the constant demand in every section of the country for arms and ammunition, hesitate to make requisitions. If, however, twenty could be spared for this department, they would be of great benefit—VIII or X inch guns, 42 and 32 pounders, for water defense, and VIII-inch howitzers, 24-pounders, or less, for land defense.

The land defenses around the city, commencing on the coast side of James Island, extending to Wappoo Creek, thence to Ashley River, across the neck between Ashley and Cooper, and from the branch through Christ's Parish to the sound, are in good state of progress and will now give steadiness and security to our troops in any advance of the enemy from any of those quarters and afford time to move troops to meet them. The works have been mostly constructed by labor furnished by the planters. I hope they will be completed this week. The batteries in the harbor are in good condition, and if properly served should arrest the approach by the channel. Wappoo Creek is also provided with batteries in addition to those previously constructed at the mouth of the Stono, which should stop vessels by that direction. They form part of the lines of land defense and points of support where they touch the creek.

I have the honor to be, your obedient servant,

R. E. LEE,
General, Commanding.

Hon. J. P. BENJAMIN,
Secretary of War, Richmond, Va.

Letter from D. T. Bisbie to the Secretary of War regarding the arrival of the steamer Gladiator at Nassau, New Providence, and suggesting measures for the transfer of cargo to Charleston, S. C.

STEAMSHIP GLADIATOR,
Nassau, New Providence, December 16, 1861.

SIR: In the absence here of any one more fully authorized, I deem it my duty to make the following report to your Department:

On the 4th ultimo, at the suggestion of Hon. A. D. Mann, I accepted the charge of the cargo of this vessel, which was then to have left on the 6th, but for some reason did not sail until the 10th. Before leaving, Captain C. Huse, Confederate agent, handed me very full and explicit instructions in reference to the landing and storing of the cargo, but gave me no control over the movements of the ship before reaching a Confederate port. The cargo, as you are doubtless aware, is very valuable, consisting of Enfield rifles, munitions, medicines, etc., costing in England, I was informed by Colonel M., something like \$850,000.

On the voyage out we encountered much rough weather and shipped some heavy seas, one of which carried away the fore hatchway. I have, however, made several personal examinations of the cargo so far as it was possible, and have the honor to report it apparently in good condition and the ship free from leakage.

We reached Teneriffe on the morning of the 22d November, where the captain was ordered to take in sufficient additional coal to carry him across the Atlantic. He could only get 40 tons, however, out of 100 he required, and this, too, only after a delay of two days. To this delay and failure to get coal must be in a great measure ascribed our being hemmed in here at present.

We arrived here on the morning of the 9th instant. It was necessary, as I have just intimated, to take in coal to make up the deficiency of supply at Teneriffe. The captain's orders were to make the port, however, in any case, where Mr. Helm, the agent of your Department at Havana, was to meet us for the purpose of giving the latest information of the United States blockading vessels, to designate our port of entry, and to furnish us a pilot. We, however, found neither Mr. Helm, nor instructions, nor pilot. Fortunately the *Isabel* (*Ella Warley*), from Charleston, was here, and Captain Bird succeeded in engaging their pilot. Two days were required to ship our coal, and before it was in the U. S. gunboat *Flambeau* came into the harbor under circumstances that leave no doubt that she came expressly for us, and will, in all probability, wait to take us when we go out. Her officers have been heard to say that they shall not move an inch for the *Theodora* or *Ella Warley*, as the *Gladiator* is the one they came for and intend to have.

I am perfectly satisfied, and so is Captain Bird, that information of the sailing of this vessel (*Gladiator*) was transmitted from England to Washington. Captain Bird says the custom-house officers in London intimated to him their virtual knowledge of our destination, and gave him friendly warning that several persons had been making a very critical examination of the custom-house books. The chief mate was told two or three days before we sailed, as a secret, that the *Gladiator* was to run the blockade. The second mate received similar information from another source, and two days before sailing two persons in a small boat were off broadside in the stream for several hours apparently engaged in making a careful sketch of her build, rig, etc. I was hardly surprised at this when I learned that her cargo was put in without the slightest disguise, the cases of muskets being so labeled

in large, plain letters, the cartridges ditto, and the powder in the well-known, ordinary packages of that article. Neither Mr. Scott, who was to have carried the dispatches to Richmond, Mr. Fry, who takes this, nor myself, however, knew even the name of the vessel until the day she left. We were not surprised, therefore, to find the *Flambeau* so close upon us.

There are now two steamers here and one fast-sailing sloop belonging to Charleston. Were Mr. Helm or anyone else here authorized to order it, the cargo of the *Gladiator* could be easily divided among those three vessels and our own with a moral certainty that three out of the four would run the blockade. As it is, we run into the very jaws of capture if we start alone, as our vessel is a craft of less than 8½ miles average speed and totally unprovided with cannon for defense. But Mr. Helm is not here. As our coming was announced by the letters which left London on the 2d November, and which must have reached him on the 22d, I fear that illness, capture, or other disability must have prevented his coming, and although we have written him from here, urging him to come immediately, feel much doubt in reference to it.

Under these circumstances, I have felt it my duty to send you this communication, and, further, in view of the uncertainty of Mr. Helm's reaching here, the great value of the cargo, and the importance of its early and safe arrival, beg to suggest:

First. The propriety of sending the *Theodora*, which carries this, back again for a part of our cargo.

Second. That your Department send to myself or Captain Bird authority to divide the cargo of the *Gladiator* between the *Ella Warley*, *Theodora*, the schooner before spoken of, and herself. The steamers *Theodora* and *Warley* are both far swifter than the *Gladiator*, and the schooner, in a fair wind, not much slower. Thus divided, the fleet might run out in face of the gunboat and endeavor to outstrip her, or depart singly. I am aware of the difficulty of changing cargo in a neutral port, but think it may be managed.

Third. That the *Theodora* bring out a few cannon, by which she, the *Isabel*, and schooner can make fight. This, however, is only a casual suggestion.

I have ventured also to enclose some suggestions for the loading, etc., of future cargoes from England for your Department. I hope you will excuse the liberty for the sake of the motive. Mr. Fry, the bearer of this, can give you any further needed information.

I have the honor of bearing letters of introduction from Colonel Mann to members of the Cabinet, with memoranda of suggestions which he wished me to make to them verbally. I had the honor of an introduction to you in June last, in Richmond, and am known to his Excellency Governor Letcher, ex-President Tyler, etc., in Richmond.

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

D. T. BISBIE.

Hon. J. P. BENJAMIN,
Secretary of War, etc.

Suggestions.

1st. To charter or purchase no vessel whose former log book, on actual trial, under all circumstances, does not show a speed of 13 to 15 miles average.

2d. To make the amount of the charter or purchase money dependent in part on the success of the run, so as to make the owner or agent interested in maintaining that secrecy necessary to success.

3d. That the steamer bought or chartered should, if possible, be taken out of some regular trade—as from London to Cadiz; that her cargo, if arms, etc., should be in disguised packages directed to real persons at the place or places to which the steamer formerly ran (which names the parties shipping would, of course, know), and that the steamer load at her usual wharf or dock, in her usual way, in such a manner as to excite no attention, without a single soul around her knowing anything about the cargo or its destination except the shipping agent or firm, who, as above suggested, would be interested in complete secrecy.

4th. That powder, which is not allowed to be loaded in London, be placed on board some small vessel, directed to parties in some other port of England, France, etc., and quietly put on board the steamer at her first night's anchoring in the [English] Channel.

5th. That at this point, also, the captain and crew intended to run the blockade take charge of the vessel.

6th. That each ship should have two pilots, previously sent over from the Confederate States, who are perfectly familiar with the coast; that she should carry coal enough to make the entire trip, and have iron, steel, and tools enough on board to make any necessary repairs to boilers or machinery on her way out.

A vessel so loaded and provided would only have to select some port on this or some other West India island as points of enquiry (even if that were necessary), and proceed at once to the Confederate States with almost a positive certainty of running the blockade successfully.

Respectfully submitted.

Report of General Lee, C. S. Army, regarding the need of guns for land defense.

HEADQUARTERS,
Coosawhatchie, S. C., December 20, 1861.

SIR: I am much in need of guns for land defense and the protection of the rivers extending into the country. I have understood that there are carronades at the Norfolk navy yard unemployed. Please, if practicable, send me eight 42-pounder carronades on chassis carriages, with a supply of shot, grape, shell, and primers, implements, etc., complete, with as little delay as possible.

I have the honor to be, very respectfully, your obedient servant,
R. E. LEE,
General, Commanding.

Hon. J. P. BENJAMIN,
Secretary of War, Richmond, Va.

[Endorsements.]

Lieutenant-Colonel Gorgas, for immediate attention.

J. P. B.

On the 17th December three 32-pounder heavy guns, on the 21st December two VIII-inch columbiads, were sent General Lee, and to morrow one VIII-inch columbiad and one 24-pounder siege gun will be sent.

Very respectfully,

L[ARDNER] GIBBON,
Captain.

DECEMBER 30, 1861.

Eight 42-pounder carronades were sent from Norfolk navy yard to General Lee December 27, as per invoice received from Commodore Fairfax. The ammunition will be sent from here to day.

J. GORGAS,
Lieutenant-Colonel, Chief of Ordnance.

Letter from John Fraser & Co. to the Secretary of the Treasury regarding the reported arrival of blockade runners at Nassau, New Providence.

CHARLESTON, [S. C.], December 23, 1861.

DEAR SIR: The *Theodora*, at Wilmington, brings intelligence of the arrival at Nassau of the steamer *Isabel* (*Ella Warley*) and schooner *Prince of Wales* from this port, both with cotton hence, which we destine for Liverpool. Our ship *Eliza Bonsall* had also arrived there with an assorted cargo, partly owned here. The *Gladiator* had also arrived, but not having had any letters by her, we enclose you the within from a stranger, of whom we have no knowledge, but it may be useful. It seems matter of regret that the *Theodora* did not bring a part of the *Gladiator's* cargo.

We are dispatching the steamer *Carolina* hence to Nassau, to sail about Thursday or Friday next—upon reflection, the holidays intervening, say Monday next—and if the Government desires to avail of the opportunity for passage of agents or transmission of dispatches have the kindness to keep her in view. This vessel, though a good seaboat, is exceedingly light draft and will meet with but little trouble around Nassau, we hope.

The *Ella Warley* is taking some of the *Eliza Bonsall's* cargo for this place. She is under British colors.

Yours, very respectfully,

JNO. FRASER & CO.

Hon. C. G. MEMMINGER.

[Enclosure.]

STEAMER THEODORA, December 20, 1861.

GENTLEMEN: Having promised Captain Bird, of the steamship *Gladiator* (consigned to your care), that I would call upon you and explain the position of that vessel, but having succeeded in running the blockade at a different point from what I expected, and having no business to take me to Charleston, I take the liberty of addressing you a few lines for the purpose of acquitting myself of the promise. It is, perhaps, quite unnecessary for me to write, for Captain Lockwood, who promises to deliver this, will be able to explain to you quite fully the nature of the blockade from which the *Gladiator* is suffering. I will simply state that we left Gravesend on the 10th of November with a cargo of inestimable value for the Confederate States Army, with instructions to proceed to Teneriffe and coal and then to go to Nassau to meet Mr. Helm. We had difficulty in procuring coal at Teneriffe in consequence of the large number of French and Spanish steamers taking in coal for the Mexican expedition, and we were finally compelled to leave with an insufficient quantity. We reached Nassau on Monday, the 9th of this month, and to our great annoyance Mr. Helm was not there. The weather we had just before running

into Nassau was of a magnificent character for running the blockade, but, unfortunately, we had no pilot, nor, indeed, had the captain authority to deviate from the prescribed course. On our arrival we found the steamer *Isabella*, from Charleston, the captain of which was kind enough to let us have his excellent pilot. It was necessary to make some alterations to the machinery, in order to increase her speed, and to take a few tons of coal on board. This would have detained us until Thursday morning. On Wednesday morning, to our great disgust, the Federal steamer *Flambeau*, mounting two guns, came into port, and the *Gladiator* was effectually blockaded. The captain did not dare venture out, as the *Flambeau* is a much faster vessel and would overhaul the *Gladiator* without trouble. The great mistake, indeed, has been to send so slow a vessel on such an expedition. Thinking that if no other vessels came to the assistance of the *Flambeau* it might not be impossible to send some vessel which might be more than a match for her and extricate the *Gladiator* from her embarrassment, I arranged with the officers before leaving a series of signals by which she could be informed by any vessel sent to her relief of her character before entering the harbor, and could in return inform her if there were any more Yankee gunboats in the harbor and the number of guns they carry. From what I heard of vessels outside I fear this will be of no use, but should the information be desired I would readily communicate—nay, if desired, would even accompany an expedition sent out with prospects of success.

I remain, respectfully,

WM. D. HOYT,
Athens, Ga.

MESSRS. JOHN FRASER & CO.

As the passage money demanded on the *Gladiator* was very large (£90), I asked the gentlemen who sent her out, before leaving London, if I found it necessary to come from the West Indies on another vessel if they would pay my fare. They said they would. I think I am thus fairly entitled to the £6 paid for my passage on this vessel. I mention it now to you, as I intend applying for this sum according to our agreement. I do not know of whom to request it at present, but when the opportunity occurs I shall make application.

Respectfully,

W. D. H.

Letter from John Fraser & Co. to the Secretary of War regarding instructions for the transportation of the Gladiator's cargo from Nassau, New Providence.

CHARLESTON, [S. C.], December 28, 1861.

DEAR SIR: Your dispatch of to-day is just received. The *Ella Warley* will have left, we think, long before the *Carolina* can reach Nassau. We had provided a cargo for the latter vessel also, but we will give instructions to have the goods by the *Gladiator* brought in preference to all others, or so much of them as the *Carolina* can safely bring. We have sent you a telegram to the effect of the foregoing.

Yours, most respectfully,

JNO. FRASER & CO.

HON. J. P. BENJAMIN,
Secretary of War, Richmond.

Letter from Captain Ingraham, U. S. Navy, to the Secretary of War in relation to the purchase of the steamer Theodora.

CHARLESTON, [S. O.], December 29, 1861.

SIR: The honorable Secretary of the Navy has informed me the War Department would pay for the purchase of the steamer *Theodora* and her outfit. It is now upward of a month since, by direction of the Secretary of the Navy, I purchased the steamer for the sum of \$60,000 cash, payable in Confederate bonds. Mr. Porcher, one of the owners, at my request, paid all the disbursements from his private funds, the vouchers for which I sent some time since. May I hope the Department will forward the money and bonds to meet these payments as early as possible, as Mr. Porcher is put to great inconvenience from this outlay.

Very respectfully, your obedient servant,

D. N. INGRAHAM,
Captain, U. S. Navy.

Hon. J. P. BENJAMIN,
Secretary of War.

Report of Commander McBlair, U. S. Navy, regarding the defenseless condition of his command in Florida.

FERNANDINA, February 24, 1862.

DEAR CAPTAIN: I feel some embarrassment growing out of my position, half military and half naval, in addressing an official communication to the Secretary relative to the affairs of my command; but things are in such a condition here that I think it my duty to lay certain facts and views before him. As my command is of the naval defenses of the place, perhaps, indeed, I might be blamed for remaining silent any longer. It is the very general belief here that our position has become very critical. Late developments indicate that the attack on this place will be made with vessels of light draft, mounting heavy guns. Burnside's fleet is of that description. He could not have operated in Pamlico and Albemarle sounds with vessels drawing over 7 feet of water. Since the removal of the batteries at Saint Simon's and Jekyl islands the enemy has entire control, whenever they choose to take it, of the inland passage between this and Savannah, and the strong probabilities are that when an attack is made here the approach will be from that direction. You are aware that all our heavy guns are disposed so as to command the main ship channel. They are mounted at Fort Clinch and on the sand batteries stretching eastwardly. Turn this defense and Amelia Island is completely at the mercy of a fleet even of an inconsiderable size. That this can be done, and with little or no risk, no one acquainted with these localities can entertain a reasonable doubt. A fleet approaching west of Cumberland Island, turning up the Saint Mary's River and following it to its junction with Bell's River, and pursuing the last to its debouchment into Amelia, opposite the town of Fernandina, would avoid the range of our sea batteries and only have to encounter a small battery of four guns commanding the mouth of Bell's River. The guns on this last battery are two light 32-pounders, one 24-pounder, and one 8-inch rifle. Everything points to that mode of approach and invites it. Indeed, it would be to the last degree rash and absurd for the enemy to make a detour and attempt

the main ship channel, where he would have to confront our heaviest guns, when a more direct and safe access is open to him. Silencing our small town battery, he would follow up the Amelia River some 3 miles to the railroad bridge, our only means of reaching the mainland, and the inevitable consequence would be the capture of every man on the island and all our military stores, including every piece of artillery and large amounts of ammunition. The attack, when made, will probably be conducted in the way I have indicated, or the fleet might be divided, one portion approaching the railroad bridge through the Nassau Sound, and the other by the channels referred to. The only defense at Nassau Inlet is a battery of one 32-pounder and two 6-pounders.

There is another source of danger perhaps not so imminent, but still quite worthy of attention. The circuit of Amelia Island, estimating the seaward and inland line of coast, may be roughly stated at from 30 to 40 miles in extent. Our means are so scant that this is necessarily but ineffectually guarded except at the points occupied by the batteries, and the enemy, choosing time and place, might throw any body of troops on shore and, indeed, effect several landings at the same time to distract our forces. To oppose them we have in all, exclusive of the battalion manning the batteries and allowing for the sick, an available force of not more than about 1,700 men. A vigorous attack from a superior number would disperse these to the winds, and our batteries would fall without firing a gun. In short, it would be a repetition of the affair at Roanoke Island without the advantage they had there of bringing the batteries to bear on the enemy. So long as the Federal vessels were of a size to oblige them to use the main ship channel I had no uneasiness in view of an attack, but you will perceive that the face of affairs has materially changed, and an attack on this place from any other quarter turns the sea batteries completely and renders them entirely useless. This condition of things is widely and deeply felt among the military. It is a topic of constant and exciting discussion, and I am assured a spirit of discontent is spreading by no means favorable to a vigorous resistance. The men are beginning to feel that they are at any moment liable to capture, and if they are obliged to fight it will be with Lafayette haunting their imaginations, and to some degree paralyzing their efforts. It is urged that the island is a barren wilderness, not worth the risk of trying to defend it with so small a body, and that the town has no importance beyond that derived from being the terminus of a railroad which could be rendered useless to the enemy simply by removing the motive power; and further, that the back country for miles away is but thinly settled and offers no temptation to invasion. There is a strong sentiment, too, that the continued occupation of the island proceeds rather from the political influence of property holders than military expediency. Of course I keep aloof from such discussions. I give them for what they are worth, without venturing any opinion of my own, but some reference to them is necessary to show the temper of the troops and the condition of things here. What I feel, and feel very sensibly, is that the military force on the island is quite inadequate to the support of the batteries in case the enemy land, and if the attack is only by water, they will turn our main defenses and leave me but the small town battery to fight. General Trapier left here on Friday last for Tallahassee. I had very full and free conversations with him and his staff, and the opinion was unanimous that the island should be evacuated for the reasons I have indicated—scarcity of troops and the probability amounting almost to certainty that the sea batteries will be turned. The general

has recommended this measure to General Lee, and will probably have an answer this week. I forgot to state that we are dismantling the battery at Cumberland Island for want of men to man it and a supporting force. I have written hastily, but hope I have made the case intelligible.

I am, truly, yours,

CHAS. H. McBLAIR.

Captain FRANKLIN BUCHANAN,
Chief of Bureau of Detail, Navy Department, Richmond.

[Endorsement.]

I am requested by Captain McBlair, in the event of the absence of Commodore Buchanan, to bring the matter to which the enclosed communication refers to the early notice of the Secretary of the Navy. The writer says the communication is confidential and only to be brought to the view of the Secretary.

LLOYD J. BEALL,
Colonel, etc.

Report of a board of officers of the inadvisability of an attack upon Federal battery on Oakley Island.

U. S. S. SAVANNAH, *February 28, 1862.*

SIR: Having been requested by you to express our opinion as to the advisability of an attack by the vessels of your squadron, assisted by 200 men of the Army in boats, on the battery at Oakley Island, we report as follows:

The boats and vessels would be subjected to a heavy fire of grape and canister at short range from the battery, supported by a cross fire from the gunboats and battery opposite, and we are of the opinion that the result would, in all probability, be a failure, attended with great loss of life and vessels. In that event, our present preparations for the defense of Savannah would be thrown away, and a fearfully depressing moral effect produced. Should such an expedition prove successful, it would result in the spiking of a few of the enemy's guns and a slight retardation in their advance, with such a loss of men and arms on our side as in the result to decrease our means of defending Savannah, which we deem the all-important object, both on shore and afloat.

Very respectfully, your obedient servants,

J. RUTLEDGE,
Lieutenant, Commanding.
J. S. KENNARD,
Lieutenant, Commanding.
J. PEMBROKE JONES,
Lieutenant, Commanding.
O. F. JOHNSTON,
Lieutenant, Commanding.
WM. P. A. CAMPBELL,
Lieutenant, Commanding.
PHILIP POROHER,
Lieutenant, Commanding.
EDWARD C. ANDERSON,
Major, Artillery.

Flag-Officer JOSIAH TATTNALL,
Commanding Naval Forces Georgia and South Carolina.

Order of the Secretary of the Navy to Lieutenant Dozier, C. S. Navy, to proceed to duty at Charleston, S. C.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, March 24, 1862.

SIR: You are detached from the squadron of Flag-Officer Hollins, and will proceed to Charleston, S. C., and report for duty to Captain D. N. Ingraham.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant WM. G. DOZIER, C. S. Navy,
New Orleans.

Reported.

GEO. N. HOLLINS,
Flag-Officer.

Reported, April 19, 1862.

D. N. INGRAHAM,
Captain, C. S. Navy.