

CONFEDERATE STATES RAM ARKANSAS.

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58TH CONGRESS, } HOUSE OF REPRESENTATIVES. } DOCUMENT
3d Session. } } No. 459.

OFFICIAL RECORDS

OF THE

UNION AND CONFEDERATE NAVIES

IN THE

WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF

The Hon. PAUL MORTON, Secretary of the Navy,

BY

MR. CHARLES W. STEWART,

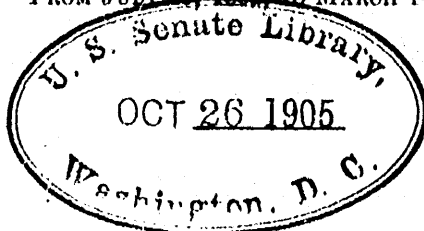
Superintendent Library and Naval War Records.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME 19.

WEST GULF BLOCKADING SQUADRON

FROM JULY 15, 1862, TO MARCH 14, 1863.



WASHINGTON:

GOVERNMENT PRINTING OFFICE.

1905.

4889

copy of
serial set

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VOLUME 2.

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

VOLUME 3.

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

VOLUME 4.

Operations in the Gulf of Mexico from November 15, 1860, to June 7, 1861. Operations on the Atlantic coast from January 1 to May 13, 1861. Operations on the Potomac and Rappahannock rivers from January 5 to December 7, 1861.

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VOLUME 7.

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P R E F A C E .

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

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

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

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Professor Edward K. Rawson, U. S. Navy, as superintendent, under whose able administration volumes 6-14 were published. Professor Rawson was detached and ordered to the U. S. Naval Academy September 20, 1902, and was succeeded by Mr. Charles W. Stewart.

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

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

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

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

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

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

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

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

5. Correspondence relating to naval prisoners.

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

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

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

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be impaired, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead

them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The eighteenth volume of the records (Series I, vol. 18), which has recently been published by the Department, gives the operations of the West Gulf Blockading Squadron from February 21 to July 14, 1862. The present volume (Series I, vol. 19) gives the operations of the West Gulf Blockading Squadron from July 15, 1862, to March 14, 1863.

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

CHARLES W. STEWART,
Compiler.

NAVY DEPARTMENT,
Washington, D. C., May, 1905.

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

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

the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

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

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

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

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

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the Cruisers, 1861-1865.

Union cruisers.

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

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

Confederate cruisers and privateers.

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

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

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

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

Abandonment and destruction of the Norfolk Navy Yard.

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

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

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

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

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

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

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

5. Atlantic Blockading Squadrons, 1861-1865.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

XIV ORDER OF COMPILATION OF NAVAL WAR RECORDS.

6. Gulf Blockading Squadrons, 1861-1865.

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

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

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

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

*United States vessels of war serving in the West Gulf Blockading Squadron, July 15, 1862, to
March 14, 1863.*

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
A. Houghton.....	Fourth..	326	Bark.....	27	2
Albatross.....	Fourth..	378	Screw steamer.....	95	7
Aroostook.....	Fourth..	507	.....do.....	79	6
Arthur.....	Fourth..	554	Bark.....	86	6
Barrataria.....	Fourth..	(*)	Ironclad.....	(*)	(*)
Bohio.....	Fourth..	196	Brig.....	46	2
Brooklyn.....	Second..	2,070	Screw steamer.....	259	25
Calhoun.....	Fourth..	508	Side-wheel steamer.....	68	4
Cayuga.....	Fourth..	507	Screw steamer.....	78	6
Charlotte.....	Fourth..	70	Schooner.....	(*)	2
Clifton.....	Fourth..	892	Side-wheel steamer.....	121	8
Colonel Kinsman.....	Fourth..	(*)	.....do.....	(*)	(*)
Corypheus.....	Fourth..	100	Yacht.....	16	(*)
Dan.....	(*)	(*)	Steamer.....	(*)	2
De Soto.....	Second..	1,600	Side-wheel steamer.....	130	9
Diana.....	Fourth..	(*)	.....do.....	(*)	(*)
Essex †.....	Third..	1,000	Ironclad steamer.....	163	7
Estrella.....	Fourth..	(*)	Side-wheel steamer.....	57	(*)
Fearnot.....	Fourth..	1,012	Storeship.....	45	6
Genesee.....	Third..	803	Screw steamer.....	113	8
Harriet Lane.....	Third..	619	Side-wheel steamer.....	100	5
Hartford.....	Second..	2,900	Screw steamer.....	302	26
Hatteras.....	Third..	1,100	Side-wheel steamer.....	101	5
Henry Janes.....	Fourth..	260	Mortar schooner.....	35	3
Horace Beals.....	Fourth..	296	Barkentine.....	39	3
Iroquois.....	Third..	1,016	Screw steamer.....	123	8
Itasca.....	Fourth..	507	.....do.....	70	4
J. C. Kuhn.....	Fourth..	888	Bark.....	61	2
John Griffith.....	Fourth..	240	Mortar schooner.....	39	3
John P. Jackson.....	Fourth..	787	Side-wheel steamer.....	99	6
Kanawha.....	Fourth..	507	Screw steamer.....	87	4
Katahdin.....	Fourth..	507	.....do.....	78	7
Kennebec.....	Fourth..	507	.....do.....	78	4
Kensington.....	Third..	1,052	.....do.....	72	3
Kineo.....	Fourth..	507	.....do.....	81	4
Kittatinny.....	Fourth..	421	Schooner.....	66	4
Lackawanna.....	Fourth..	295	Screw steamer.....	208	5
Maria A. Wood.....	Fourth..	344	Mortar schooner.....	25	2
Miami.....	Third..	730	Side-wheel steamer.....	86	6
Midnight.....	Fourth..	387	Bark.....	70	4
Mississippi.....	Second..	1,692	Side-wheel steamer.....	220	12
Monongahela.....	Second..	1,378	Screw steamer.....	176	12
Montgomery.....	Third..	787	.....do.....	66	5
Morning Light.....	Fourth..	937	Shp.....	94	8
New London.....	Fourth..	221	Screw steamer.....	47	5
Nightingale.....	Fourth..	1,066	Shp.....	51	4
O. H. Lee.....	Fourth..	199	Mortar schooner.....	37	5
Onida.....	Third..	1,032	Screw steamer.....	166	10
Orvetta.....	Fourth..	171	Mortar schooner.....	43	3
Owasco.....	Fourth..	507	Screw steamer.....	91	4
Pampero.....	Fourth..	1,375	Shp.....	50	4
Pembina.....	Fourth..	507	Screw steamer.....	91	4
Pensacola.....	Second..	2,158	.....do.....	269	23

* Not found.

† Transferred from Mississippi Squadron.

XVI LIST OF UNITED STATES VESSELS OF WAR.

United States vessels of war serving in the West Gulf Blockading Squadron, July 15, 1862, to March 14, 1863—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Pinola.....	Fourth...	507	Screw steamer.....	75	4
Pocahontas.....	Third.....	694	.....do.....	173	6
Portsmouth.....	Third.....	989	Ship.....	161	22
Potomac.....	Second.....	1,708	.....do.....	331	34
Preble.....	Fourth.....	566	.....do.....	65	10
R. R. Cuyler.....	Third.....	1,202	Screw steamer.....	116	10
Rachel Seaman.....	Fourth.....	303	Mortar schooner.....	13	2
Reindeer *.....	Fourth.....	(†)	Schooner.....	(†)	(†)
Reliance †.....	Fourth.....	300	Side-wheel steamer.....	(†)	3
Relief.....	Fourth.....	468	Storeship.....	51	3
Richmond.....	Second.....	1,929	Screw steamer.....	291	22
Sachem.....	Fourth.....	180	.....do.....	52	5
Sam Houston.....	Fourth.....	66	Schooner.....	(†)	1
Santee.....	Second.....	1,726	Ship.....	427	50
Sarah Bruen.....	Fourth.....	233	Mortar schooner.....	35	8
Sciota.....	Fourth.....	507	Screw steamer.....	65	3
Sea Foam.....	Fourth.....	251	Brigantine.....	35	3
Sidney C. Jones.....	Fourth.....	245	Mortar schooner.....	36	5
Sumter §.....	(†)	(†)	Ram.....	(†)	(†)
Supply.....	Fourth.....	547	Ship.....	74	7
Susquehanna.....	First.....	2,450	Side-wheel steamer.....	264	15
Tennessee.....	Third.....	1,275	.....do.....	217	5
Velocity.....	Fourth.....	(†)	Schooner.....	25	1
Vincennes.....	Third.....	700	Ship.....	162	19
Westfield.....	Third.....	822	Side-wheel steamer.....	116	6
William G. Anderson.....	Fourth.....	593	Bark.....	102	7
Winona.....	Fourth.....	507	Screw steamer.....	93	4
Wissahickon.....	Fourth.....	507	.....do.....	80	4

* Captured September 17, 1862. Known also as Jeff Davis. † Known afterwards as U. S. S. Hollyhook.
 ‡ Not found. § Transferred from Mississippi Squadron.

Vessels of the Mississippi Squadron that cooperated with the West Gulf Blockading Squadron during the period covered by this volume.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Benton.....	Third.....	1,000	Ironclad steamer.....	157	16
Carondelet.....	Third.....	512	.....do.....	158	11
Cincinnati.....	Third.....	512	.....do.....	251	13
Essex *.....	Third.....	1,000	.....do.....	163	7
General Bragg.....	Fourth.....	700	Side-wheel steamer.....	51	2
Indianola.....	Fourth.....	442	Ironclad steamer.....	144	4
Louisville.....	Fourth.....	468	.....do.....	180	13
Sumter * †.....	.....	.....	Ram.....	.....	.....
Tyler.....	Fourth.....	600	Side-wheel steamer.....	67	9

* Transferred to the West Gulf Blockading Squadron. † Formerly the C. S. ram General Sumter.

Vessels of the Ellet Ram Fleet mentioned in this volume.

Name.	Rate.	Tonnage.	Class.
Lancaster.....	Fourth...	400	Ram.
Queen of the West.....	Fourth...	400	Do.
Switzerland.....	Fourth...	400	Do.

CALENDAR.

1862.

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

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

1863.

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

WEST GULF BLOCKADING SQUADRON.

FROM JULY 15, 1862, TO MARCH 14, 1863.

WEST GULF BLOCKADING SQUADRON.

FROM JULY 15, 1862, TO MARCH 14, 1863.

Engagement of the C. S. ram Arkansas with U. S. steamers Carondelet, Tyler, and Queen of the West, including her passage through the combined Federal fleets above Vicksburg July 15, and downward passage of the Federal fleet past Vicksburg, including engagement of the C. S. ram Arkansas with the U. S. steamers Essex and Queen of the West, July 22, 1862.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, commanding U. S. S. Brooklyn, in view of the passage of the fleet by the C. S. ram Arkansas.

[JULY 15, 1862.]

DEAR CAPTAIN: The rebel ram came down this morning and took the fire of the whole fleet and passed down. She shows no colors. Be prepared for her or to come up to take a hand at the town. I shall attack the town and try to destroy the ram as soon as we get the steam up. Tell Renshaw to get the mortars to work on the town. The ram is chocolate color; very low.

Yours, truly,

D. G. FARRAGUT,
Flag-Officer.

Captain BELL,
Brooklyn.

[Telegram.]

CAIRO, July 21, 1862.
(Received 22d.)

Rebel gunboat *Arkansas*, armed with 12 rifled 68-pounders, came out of Yazoo River Tuesday, [July 15]. She encountered first the *Tyler*, *Carondelet*, and ram *Lancaster*,* and after a running fight of 10 miles the *Carondelet* closed with the rebel, when both vessels grounded, fighting side by side. Rebel being outside succeeded in getting off. The *Tyler* then steamed ahead, maintaining a running fight until the fleet was reached, but our transports being in range, prevented an effective fire from our gunboats.

The *Arkansas* succeeded in getting to Vicksburg under shelter of the batteries, to appearances much injured.

* Refers to U. S. S. *Queen of the West*.

Total Union loss 27 men killed and wounded, among them the engineer and pilot of the *Tyler*.

Farragut's entire fleet is below Vicksburg.
Slight damage to our vessels.

GEO. D. WISE,
Assistant Quartermaster.

CHIEF OF BUREAU OF ORDNANCE,
Navy Department.

Report of Flag-Officer Farragut, U. S. Navy, regarding the escape of the C. S. ram *Arkansas*.

No. 145.]

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, July 17, 1862.

SIR: It is with deep mortification that I announce to the Department that, notwithstanding my prediction to the contrary, the ironclad ram *Arkansas* has at length made her appearance and took us all by surprise. We had heard that she was up at Liverpool, in the Yazoo River, and Lieutenant-Colonel Ellet informed me that the river was too narrow for our gunboats to turn, and that the river was shallow in places, but suggested that Flag-Officer Davis might send up some of his ironclad boats, which drew only 6 or 7 feet of water. When this was proposed to Flag-Officer Davis, he consented immediately, and General Williams offered to send up a few sharpshooters. The next morning they went off at daylight, and by 6 in the morning we heard firing up the river, but supposed it to be the gunboats firing at the flying artillery, said to be lining the river. In a short time, however, the gunboats appeared and the ram in pursuit. Although we were all lying with low fires, none of us had steam or could get it up in time to pursue her, but she took the broadside of the whole fleet. It was a bold thing, and she was only saved by our feeling of security. She was very much injured and was only able to drift, or go at the slowest speed, say 1 knot, and with the current she got down to the forts of Vicksburg before any of us had steam up. I had a consultation with Flag-Officer Davis and we thought it best to take the evening, when he dropped down to take the fire of the upper battery, and my squadron passed down with the determination of destroying the ram if possible, but by delays of getting in position, etc., it was so dark by the time we reached the town that nothing could be seen except the flashes of the guns, so that, to my great mortification, I was obliged to go down and anchor with the rest of my fleet to protect the transports, mortar boats, etc.

The ram is now repairing damages, for we put many holes through her, although we do not know the extent of damage done to her. Be assured, sir, however, that I shall leave no stone unturned to destroy her.

I regret to report that the loss from this vessel was 1 officer and 2 men killed and 5 men wounded. The total loss in the fleet was 5 killed and 16 wounded. I enclose herewith the fleet surgeon's report of casualties.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

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

[Enclosure.]

FLAGSHIP HARTFORD,
Below Vicksburg, July 16, 1862.

SIR: I respectfully report the following list of killed and wounded in the fleet during the engagements on the 15th instant, viz:

Killed.

Name.	Rank.	How killed.	Vessel.
Mr. George H. Lounsberry ..	Master's mate	Killed by cannon shot	Flagship Hartford.
Charles Jackson	Officers' cook	do.	Do.
John Cameron	Seaman	do.	Do.
John Garrett	Ordinary seaman	do.	Wissahickon.
John H. Harway	Landsman	Killed by shell	Winona.

Wounded.

Name.	Rank.	Character of wound.	Vessel.
John L. Broome	Captain, Marine Corps ..	Severe contusions	Flagship Hartford.
Mr. Thomas Hoffman	Paymaster's steward	do.	Do.
John D. Barnes	Fireman	do.	Do.
Michael Martin	Landsman	do.	Do.
George Royer	Marine	Slightly	Do.
Henry Downs	Boy	do.	Do.
Edward York	Fireman	Severely	Wissahickon.
Daniel Hays	Ordinary seaman	do.	Do.
James Revell	do.	Slightly	Do.
Joseph Ranchan	Landsman	Severely	Do.
John Jones	Captain afterguard	do.	Winona.
William Malley	Landsman	Slightly	Do.
James H. Mathist	do.	Severely	Sciota.
Peter Lasher	Ordinary seaman	do.	Do.
William Somea	Seaman	Slightly	Richmond.
William Nelson	do.	do.	Do.

Five killed; 16 wounded.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Flag-Officer D. G. FARRAGUT,
Commanding Western Division Gulf Blockading Squadron.

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, expressing mortification of the Department at the escape of the C. S. ram *Arkansas*.

NAVY DEPARTMENT, *August 2, 1862.*

SIR: Your dispatch of the 17th instant, reporting the escape of the *Arkansas*, was received.

I need not say to you that the escape of this vessel and the attending circumstances have been the cause of serious mortification to the Department and the country. It is an absolute necessity that the neglect or apparent neglect of the squadron on that occasion should be wiped out by the capture or destruction of the *Arkansas*, which I trust will have been effected before this reaches you. I have omitted writing since the receipt of your official report in the confident expectation that we should have advices that you or the squad-

ron under Flag-Officer Davis had overcome her. It is not to be supposed that you will leave Vicksburg until this is accomplished.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Squadron.

Report of Flag-Officer Davis, U. S. Navy, regarding the escape of the U. S. ram *Arkansas*.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 16, 1862.

SIR: In my dispatch of July 14, I had the honor to inform the Department that I was about sending an expedition up the Yazoo River.

The plan of this expedition, as finally agreed upon between Flag-Officer Farragut, Brigadier-General Williams, and myself, was to dispatch the gunboats *Carondelet* and *Tyler*, and the ram *Queen of the West*, strengthened by sharpshooters from the army, at 4 o'clock yesterday morning, to procure correct information concerning the obstructions and defenses of the river.

Repeated examinations of the Yazoo had informed us that there was a raft obstructing the passage 80 miles from the mouth, with a battery near it, below, and the new ram *Arkansas* below [above], a vessel represented to be well protected by iron and very formidable in the battery.

Shortly after the expedition entered the river yesterday morning it encountered the *Arkansas* coming down. After a severe fight with the *Tyler* and *Carondelet*, in which both vessels were partially disabled, she entered the Mississippi, and passing through the combined squadron took refuge under the batteries of Vicksburg.

Her appearance was so sudden, and the steam of almost every vessel in the squadron was so low, or, in other words, so entirely unprepared were we, that she had an opportunity to pass without positive obstruction, though she was seriously injured by shot. The *Benton*, Lieutenant Commanding Phelps, got underway and followed her down to the point, but at her usual snail's pace, which renders anything like pursuit ludicrous. I engaged the upper batteries for half an hour, and in the course of the morning renewed the engagement with Flag-Officer Farragut on board for reconnoitering purposes.

At 6:30 in the evening an engagement again took place, which lasted for an hour, between this ship, the *Louisville*, Commander Dove, and the *Cincinnati*, Lieutenant Commanding Wilson, and the upper batteries, the object of which was to cover the passage of Flag-Officer Farragut's fleet. He had determined during the day to run below for the double purpose of supporting the remainder of his squadron and of destroying the rebel ram in passing, to assist in which I had added the ram *Sumter*, Lieutenant Commanding Erben, to his force.

A note from him this morning informs me that the ram was so entirely concealed by his situation that the attack upon her did not prove to be as destructive as expected.

The loss of life in his squadron in its passage before these formidable batteries is wonderfully small, and must be attributed to the rapid

fire from his ships, by which the guns of the enemy were silenced as soon as reached.

I shall give further particulars of this day's work by the next mail and transmit the reports of Commander Walker, Lieutenant Commanding Phelps, and Lieutenant Commanding Gwin.

The loss of life in the squadron under my command has been 13 killed, 34 wounded, and 10 missing. Among the killed and wounded are several of the sharpshooters supplied by General Williams, who performed their duty in the most faithful manner.

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

C. H. DAVIS,

Flag-Officer, Commanding U. S. Naval Forces, Western Waters.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, expressing the mortification of the Department at the escape of the C. S. ram *Arkansas*.

NAVY DEPARTMENT, *August 2, 1862.*

SIR: Your dispatch of the 16th ultimo, reporting the escape of the *Arkansas*, was received. I need not say to you that the escape of this vessel and the attending circumstances have been the cause of serious mortification to the Department and the country. It is an absolute necessity that the neglect or apparent neglect of the squadron on that occasion should be wiped out by the capture or destruction of the *Arkansas*, which I trust will have been effected before this reaches you. I have omitted writing since the receipt of your official report in the confident expectation that we should have advices that you had overcome her. I can not suppose that Admiral Farragut would leave Vicksburg until this is accomplished.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer CHAS. H. DAVIS,

Commanding Western Flotilla, near Vicksburg, Miss.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, regarding renewed operations against the C. S. ram *Arkansas*.

FLAGSHIP HARTFORD, *July 15, [1862].*

DEAR DAVIS: As the boy says, "I told you so." I blame myself for not going on board last night and begging you to send the iron-clad vessels this morning. We were all caught unprepared for him; but we must go down and destroy him. I will get the squadron underway as soon as the steam is up, and run down in line—the ships inside in line with your ironclad vessels. We must go close to him and smash him in. It will be warm work, but we must do it; he must be destroyed. Porter can run down and anchor so as to fight the upper battery. We will go down in line of battle, and when passed we will turn and come up again. Be sure to fire into the

wharfboat. She is the place where they make their ordnance incendiary preparations.

Yours, truly,

D. G. FARRAGUT,
Flag-Officer.

Flag-Officer CHAS. H. DAVIS.

General order of Flag-Officer Farragut, U. S. Navy.

FLAGSHIP HARTFORD,
Above Vicksburg, July 15, 1862.

The vessels will form in two lines in the same order as when they came up, viz, the ships on the inside or next to the city, and the gunboats on the outside. They will keep their positions as far as practicable and have a good lookout for signals; but no one will do wrong who lays his vessel alongside of the enemy or tackles with the ram. The ram must be destroyed.

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blkdg. Squadron.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, proposing renewed attack upon the ram.

FLAGSHIP HARTFORD,
Off Vicksburg, July 16, 1862.

DEAR DAVIS: We got down very well, except that it was just what I supposed from the first would be the case, that we started too late. It was so late when we got off the town that there was nothing to be seen of the ram. I looked with all the eyes in my head to no purpose. We could see nothing but the flash of the enemy's guns to fire at. It was remarkable that only 5 men were killed. We lost a master's mate, Mr. Lounsberry, 2 men killed and 5 wounded. Scarcely anyone hurt on the other vessels, except 2 killed, 4 wounded, in them all. The *Winona* was badly disabled, and had to run on shore to keep from sinking. The *Sumter* also received two shots below the guard and so low that she had some trouble to stop the leak. Do not you think you could bribe some of these river men to drift a coal barge down to me some dark night? We shall be very short of coal unless I can manage to get some up or down. I would pay them liberally for the work if they will do it. I shall take another chance at the ram to-night, and I will continue to take chances or try to destroy her until my squadron is destroyed or she is. I see her now very plainly, but she must not have a chance to repair. I hope you lost no more men, and I was glad to learn from the officer that the shot did not penetrate your iron cover in the last attack.

I will send Lieutenant Commanding Erben over to see you about his pipes and to learn your wishes in relation to his vessel. If you wish to send Porter down to attack the ram at night, he could do it, I think, without risk of the batteries. She is getting her steam up now; whether she means to come down or not, I do not know.

While this is on my mind I can not rest.
 God bless you, and may you destroy him if he goes up.
 Yours, truly,

D. G. FARRAGUT,
Flag-Officer.

Flag-Officer CHAS. H. DAVIS,
Commanding Western Flotilla.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, proposing
 a combined attack upon the ram off Vicksburg.

FLAGSHIP HARTFORD,
Below Vicksburg, July 16, 1862.

DEAR FLAG-OFFICER: I find that we are peculiarly situated just now, both in reference to the trust we have for the country and the great responsibility to which we would be held for any disastrous result from the escape of this ram, and the evils attending such a misfortune. I can but think, as you have the ironclad boats, the country will expect you to cope with the ram better than any wooden vessels, and will look to you for its destruction; but I desire to do my part and full share in this matter, and therefore have to propose that we make a combined attack upon him in Vicksburg, taking the fire of the batteries and looking only to the destruction of the ram, regardless of consequences to ourselves.

Now, if you will come down in the morning, pass the first battery in the bend of the river before day, so as to arrive off Vicksburg at daylight, I will meet you with my forces and we will fight the forts and the ram, while your ironclads look to the destruction of the ram particularly. We know by experience, having twice passed these forts, that we can keep them well employed, so that you can have full play at the ram, and we will be able to help you occasionally. I propose, therefore, that you take this matter into consideration and name your day and hour. We will meet off Vicksburg. I will be there to support you and receive your support, and I trust that we may be able to dispose of this ram effectually.

I have intended for the past two nights to attack him with my three ships only, but we were unable to see him last night, and all the officers and pilots think it will be the same to-night, as he has been moving about all the afternoon, which shows that he is able to move up and down the river. What his damage is I know not, but feel satisfied that we can take him in the way proposed.

Very truly, and respectfully, your friend,

D. G. FARRAGUT,
Flag-Officer.

Flag-Officer CHAS. H. DAVIS,
Commanding Western Flotilla, Above Vicksburg.

Letter from Flag-Officer Davis, U. S. Navy, to Flag-Officer Farragut, U. S. Navy, presenting
 prudential considerations regarding proposed attack upon the ram.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 17, 1862.

DEAR FLAG-OFFICER: Your letter of July 16 was handed to me early this morning. We shall both of us agree entirely as to our

responsibility and as to the disastrous results of any neglect of what will be considered our duty on this occasion.

I do not think the destruction of the *Arkansas*, without any regard to the consequences to ourselves, would be an object sufficient to justify the abandonment of all the other advantages which have accumulated from the long series of triumphs and successes of patient waiting and of successful contest on the part of the Army and Navy in the Mississippi River during the last five or six months.

We are now in possession of the Mississippi River from its source to its mouth, with the exception of the short interval that separates our two fleets. Across this interval we have an uninterrupted communication; above and below it we have an efficient blockading squadron, and the intermediate space of land is already bisected by a canal, by means of which we hope, through the recent rise in the upper waters, to separate the city of Vicksburg from the main channel of the river.

Lastly, we have represented to the Government at home that military reinforcements are necessary to capture and maintain possession of Vicksburg, and these reinforcements are probably on their way to join us.

I look to the continued occupation of the river and its free navigation as an object paramount to all others, as an event as influential as any other in restoring domestic peace and preventing foreign war.

The *Arkansas* is harmless in her present position, and will be more easily destroyed should she come out from under the batteries than while enjoying their protection.

With all these prudential considerations, however, I am as eager as yourself to put an end to this impudent rascal's existence. I have given a great deal of thought to it to-day. I have even laid down the plan of proceeding. We can not do anything until the *Essex* can get up steam, which will not be until to-night, if then, and we ought to have the *Sumter* above to do her ramming with effect.

We should have a good prospect of success to justify our staking upon the hazard of a die all that we have gained, and gained with such sacrifices of life and treasure, and especially when the object we aim at will be as effectually obtained without that risk by the patient exercise of vigilance and self-control; in short, by pursuing the course that was adopted at Fort Columbus, Island No. 10, and Fort Pillow.

Very truly, your friend,

C. H. DAVIS,
Flag-Officer.

Flag-Officer FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, Below Vicksburg, Miss.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, advising the throwing of shells to interrupt work on the ram.

FLAGSHIP HARTFORD,
Off Vicksburg, July 17, 1862.

DEAR FLAG-OFFICER: A few shells now and then would disturb the people at work on the ram very much, particularly if they could

drop them near the upper fort, as they have done several. They are working like beavers on her. My mortars can not reach her or that part of the town without going under fire of the batteries. I intend to try it, however, with one boat. I see the ram is still under the upper fort, although I do not know if she remained there all night. I shall send a boat down to-day to notify them below, for fear she might run by us in the night, but of course I shall pursue her as long as I am able. I think the *Pensacola* and *Mississippi* could manage her if she was to get down to New Orleans, but I trust in God she will never get by us.

I am now distressed to know what I shall do for coal. I will send down for it to-day and hope I will get some by the *Tennessee*, but fear not. I shall soon want ammunition also. Could I get IX or XI inch solid shot from above? I have plenty below and have sent for some. We must soon do something with this fellow. Do give him a few shells from your mortars; they generally throw them too far.

Please give me your views as soon as you can, or as fast as they occur to you, as to the best mode of destroying him. I see no way now but to attack him, as I have said, under the batteries, and take the chances.

Yours, most truly,

D. G. FARRAGUT,
Flag-Officer.

Flag-Officer DAVIS,
Commanding Western Flotilla, off, but Above, Vicksburg.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, commending the shelling and advising an immediate attack.

FLAGSHIP HARTFORD, *July 17, 1862.*

DEAR FLAG-OFFICER: Do tell the captain that the shelling is magnificent. They are falling all around him and I expect one to fall on board every moment.

He has a long spar rigged across his deck to get out some heavy weight. Now is the time to destroy him. I shall await your decision with great anxiety, for I wish to go at him to-night. He can not work his guns or steam, I think, and I can silence that fort in ten minutes and smash him in in a few more.

If I can only get the *Sumter* ready to ram him in case the ships can not get in close enough.

* * * * *

Will you please send my letter to the Secretary by the first opportunity up the river? I hope we will be able to get our coals saved by putting them on the bank until they can be gotten down. I have sent the paymaster over for the things in his department, and for which I am greatly obliged to you.

With my best wishes, yours, truly,

D. G. FARRAGUT,
Flag-Officer.

Flag-Officer CHAS. H. DAVIS,
Commanding Western Flotilla.

Letter from Flag-Officer Davis, U. S. Navy, to Flag-Officer Farragut, U. S. Navy, urging patience rather than rashness in attacking the ram.

FLAGSHIP BENTON,
Above Vicksburg, July 17, 1862.

MY DEAR FLAG-OFFICER: I have just received your second note. I have had so many arrivals of mails, vessels of my squadron, and visitors on business to-day, that I have the work of a long morning before me.

I have given orders to set my mortars at firing at once. Sickness and death have made sad havoc with that once efficient corps. Its numbers now, at this place, only 12 healthy men.

I wrote you this morning that your coal had arrived, but, as usual, after so long a tow the barges are leaking, one of them badly. It costs some labor to keep them afloat.

I have made enquiries of the pilots and others, and have come to the conclusion that an attempt to drift barges by the town would be a failure. They would be seen and captured.

It only remains, therefore, to transport the coal across the neck by carts and the backs of negroes, at night, when the work can be done with less difficulty on account of heat, etc.

The cattle have arrived, 30 head, weighed in sets of 5.

I propose that you take four sets, or 20 head, leaving us two sets, or 10 head. You had better send over for these soon. They can be easily transported on the hoof, and there is some days' forage remaining.

You are a better judge than I am as to the number of men ready to drive over 20 beasts. I do not know whether they are tame and will be easily driven, or otherwise. Terms of purchase enclosed.

I am sorry to say that I have no solid XI-inch shot at all, and very few IX-inch. We have no XI-inch guns, and only two IX-inch, on board the *Benton*.

Finally, I will write you (in reply to your letter of this morning) this afternoon, and, meaning to do so, I will not detain your orderly any longer.

But you will not be surprised that, having myself learned a lesson of patience at Fort Pillow and witnessed its exercise at Columbus and Island No. 10, I should be unwilling to put in jeopardy all the great triumphs and interests which are placed in my keeping. I have watched eight rams for a month, and now find it no hard task to watch one. I think patience as great a virtue as boldness, and feel anxious, above all things, to save that portion of the Republic which lies adjacent to and dependent upon the Mississippi from an alarm which would interrupt its business, destroy its peace, and affect the public credit at home and abroad.

You must regard me always, with honest differences of opinion, as faithfully and cordially your friend,

C. H. DAVIS,
Flag-Officer.

Flag-Officer D. G. FARRAGUT, U. S. Navy.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, giving his reasons for urging prompt measures in attacking the ram.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, July 18, 1862.

DEAR FLAG-OFFICER: Yours of yesterday has been duly received. I agree with you perfectly as to the propriety of not risking on the hazard of the die all the great advantages we have gained by the patient course which has been pursued above, nor was such my intention. I never doubted the result as far as the ram was concerned, but only considered that it might be purchased at a greater loss of life or vessels than would be proper under different circumstances, and that it was better to make the sacrifice at once and put the people's mind at rest than to have another alarm for a month; for, remember, although we have great power to destroy her, we have not great powers of endurance against an ironclad ram, should we be caught in a position unable to move at pleasure either for want of room, steam, or other cause.

If I was sure that there was hope of a force being here within a month, it would give me great hope for the reduction of Vicksburg, but even in that time what suffering and sickness will our crews have to experience? I am told by the refugees of last night that they have in this neighborhood about 17,000 men—that is, at Jackson, Yazoo, and Vicksburg—and that one-half are sick.

You say the *Arkansas* is harmless in her present position. I can not think that she will remain harmless long; as soon as she is repaired and organized she will keep us all on the qui vive, and cause great expenditure of fuel, which, I fear, we will have but a poor chance to replenish. As to your fleet, you are all right; you are open to a downstream supply of all stores from above, while mine are obliged to come up against the stream 500 miles, and fight their way past all the bluffs, at the risk of being destroyed. Hence the difference in our feelings, and I suppose it accounts in great measure for the difference in our instructions, for while yours advise the prudential course, mine advise exactly the opposite, "that great ends are only to be attained by great risks," etc.

As soon, however, as your vessels are ready I will be most happy to hear from you and have your opinion as to the best course to be pursued in order to attain the desired end. Should a favorable opportunity offer in the meantime, I shall endeavor to take advantage of it.

Very respectfully, and truly, your friend,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Flag-Officer CHAS. H. DAVIS,
Commanding Western Flotilla.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, giving information received from Vicksburg regarding the condition of the ram.

Unofficial.]

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, July 18, 1862.

DEAR FLAG-OFFICER: We had three men from Vicksburg last night, who told us all they knew about the ram. She had her prow

knocked off and was perforated in many places. She had 10 men killed in the fight coming past the fleet and in the action with the gunboats, and had many wounded. In the evening, when we came down, we added some holes to the number and killed 3 men. She doubtless was equal with us on that score, as the IX-inch shell that came into us was from her and killed 2 men and wounded 2 or 3 others. They say that the captain was wounded just over the eye; some thought he would lose it. Yesterday they had to force men on board of her at the point of the bayonet. The pilot and engineer were killed by us. Oh, if I had only known her position I could have destroyed her so easily, but I knew it was a failure as soon as I saw that we could not get off before we did. They say she will try to run the blockade down the river and go to Mobile. These men all say that is the confident talk on shore. Now is the time, while she is making her repairs, to destroy her.

As to the *Sumter*, do not think that I will interfere with your orders to Captain Erben, but I think he will have a hard time to run the batteries upstream, unless he has a dark night, but I am anxious to know your project as soon as Porter is ready. I go in for helping him. I think the ram is easier destroyed than captured, on account of the manner in which she can be shut up. I feel there is no rest for the wicked until she is destroyed.

They say they fear us very much, but do not the ironclads of your fleet; * that, I suppose, was because Alden fired the solid IX-inch shot at her which hurt her so much. Please let me know the moment you are ready to do anything toward her destruction. We are all coaling and provisioning to-day. I wish to get the *Kensington* off for New Orleans. I sent two of the gunboats down to-day for repairs. They say they could not be repaired here.

The enemy are mounting heavy guns opposite to us to force us down the river a little farther. I am greatly obliged to you for the cattle.

Very truly, yours,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Flag-Officer CHAS. H. DAVIS,
Commanding Western Flotilla.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, requesting propositions regarding mode of attack.

FLAGSHIP HARTFORD,
Off Vicksburg, July 19, 1862.

DEAR FLAG-OFFICER: * * * What do you say about sending Porter down to help in the attack on the ram? I have been expecting your propositions as to the mode of attack on her. Let me hear from you as early as possible, or I shall go in for the attack. The anxiety is too great to keep up.

Yours, truly,

D. G. FARRAGUT.

Flag-Officer CHAS. H. DAVIS,
Commanding Western Flotilla.

* This is a mistake; they fear the ironclads most.--D. G. F.

I am sincerely obliged for the medicines. If they had not arrived we would have been in a bad way; but I have but one idea, and that is the ram. It must be destroyed.

Your friend,

D. G. FARRAGUT,
Flag-Officer.

Letter from Flag-Officer Davis, U. S. Navy, to Flag-Officer Farragut, U. S. Navy, stating his reasons for not leaving the Upper Mississippi.

FLAGSHIP BENTON,
Above Vicksburg, July 20, 1862.

MY DEAR ADMIRAL (OR REAR-ADMIRAL, I believe it is): I wish Mrs. Farragut knew as much as we do. Her mind would be at ease with regard to your passing down.

I have come to the final determination, from which, indeed, I have hardly once deliberately departed, that it would be an inexcusable sacrifice of the greatest interests of the country to abandon the possession of the upper Mississippi, and that this would be the unavoidable consequence of an attack such as you propose.

At the very moment when the extent of river in my keeping is increased threefold, I have also become responsible for the safety of General Curtis's army, and for its maintaining communication with its sources of supply.

And at this very moment, also, I hear that the enemy are building boats which, in my absence, would give them the control of the whole trade and intercourse of the river, from Vicksburg up.

And again, at this very moment, there is not a vessel in my squadron which is not rendered inefficient by sickness and vacancies; while of the fourteen vessels of which the squadron is composed, seven only are here, and of those seven, one is below.

I have 129 mortar men and 1 army officer here; of this number of 130, 100 are sick.

The proportion of the sick in the crews of the gunboats is not so enormous. In this vessel the number of sick and deficient is one in four; in the *Carondelet* it is one in two (every other one); in the *Louisville* one in three, about, etc.

It will be with difficulty that I shall hold my own in the approaching sickly season.

The anxiety we are called upon to bear, which, as you justly say, "is too great to keep up," is a part of our condition as commander-in-chief, and belongs to all high and responsible stations in such times as these. It is like "the watch the King keeps to maintain the peace." It is an old ache, that, like a chronic disease, does not prevent sleeping and eating.

I will send you Porter with the *Essex*. You will then have my largest ironclad boat and most powerful ironclad ram, provided it will relieve your mind from anxiety.

In the meantime I shall keep up an active fire with the mortars morning and night—not at noon. We struck the *Arkansas* with our bombs twice yesterday.

I send you some late papers. Pray remember me to Mrs. Farragut when you write.

Yours, always, truly,

C. H. DAVIS.

Captain Pike has just come on board to tell me that he has struck the *Arkansas* this morning twice again.

Letter from Flag-Officer Davis, U. S. Navy, to Flag-Officer Farragut, U. S. Navy, giving the location of the ram.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 21, 1862.

DEAR ADMIRAL: The ram is anchored between the two upper forts. We shall either drive her down to you, destroy her, or force her to come up the river; in the latter case we are ready for her.

I beg you not to think of passing the lower forts. This, you remember, was the upshot of our conversation to-day.

I will take all the coal now above Vicksburg, charged to your fleet, off your hands.

Most faithfully, yours,

C. H. DAVIS,
Flag-Officer.

Rear-Admiral D. G. FARRAGUT, etc.

P. S.—Tell Captain Erben I expect the *Sumter* to do her whole duty.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, regarding mode of attack.

FLAGSHIP HARTFORD, July 21, 1862.

SIR: Will you please send over the pilots?

I see that the ram is anchored between the two upper forts.

Do you think it necessary for us to go up and attack her, or will you drive her down to the lower forts?

Very respectfully, yours,

D. G. FARRAGUT,
Flag-Officer, Comdg. Western Gulf Blockdg. Squadron.

Flag-Officer C. H. DAVIS.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, to act as commanding officer during temporary absence of the former.

FLAGSHIP HARTFORD, July 21, 1862.

DEAR CAPTAIN: I am going over to consult with Flag-Officer Davis and may be absent the greater part of the day. I wish, therefore, that you would consider yourself commanding officer in my absence, and act promptly for me in case of necessity. I will return as soon as possible, for I do not feel equal to the undertaking this morning, but the sooner it is done the better.

Yours, truly,

D. G. FARRAGUT,
Flag-Officer.

Commander H. H. BELL,
U. S. S. Brooklyn.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Bell, U. S. Navy, regarding the passage of the forts at Vicksburg.

BELOW VICKSBURG, *July 22—2 a. m.*

DEAR CAPTAIN: We will not pass the forts unless I make the signal to go ahead. I send you the pilot. Flag-Officer Davis says he will drive the ram down to us or destroy her, and begs me not to pass the forts. So await the signals.

Yours, truly,

D. G. FARRAGUT,
Flag-Officer.

Captain BELL,
Brooklyn.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, regarding the escape of the ram from the U. S. S. Essex.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, July 22, 1862.

DEAR FLAG-OFFICER: I regret to say to you how much I was disappointed and chagrined at the result of Porter's fight this morning. It appears that in the first place he missed striking the ram by their skillful management of her in loosing their shorefast, whereby Porter slipped by her and ran ashore. He delivered his three bow guns, but with what effect he does not know, but takes it for granted that they went through the ram. This was all he was able to do, and from this time he received the concentrated fire of all the forts above and of the ram, which, although it has not done him any very great injury for the moment, it has started his casemates, and a few more shot of the same kind would, in my opinion, destroy his protection. Only two shots passed through his side, by which he lost 1 man and wounded 3. It seems to me impossible for Porter to get back to you, and therefore he will have to take his chance below. General Williams is thinking of moving down the river in consequence of the sickness of his troops. The communication across the Peninsula will not be kept open, and we will have to drop down with our large ships below the shoal water, which will render the space abandoned to the enemy some two or three hundred miles.

In fact, I do not see how General Williams can stop at Baton Rouge. It seems to me that he will have to drop down the river as low as Carrollton, where our men-of-war can be stationed.

I would be glad to have suggestions on all these points at as early a moment as practicable, in order that we may fix upon some modus operandi, as the general is very anxious to get off his sick and I have promised him an escort this afternoon.

Truly, and respectfully, yours,

D. G. FARRAGUT,
Flag-Officer, Comdg. Western Gulf Blockdg. Squadron.

Flag-Officer CHAS. H. DAVIS,
Commanding Western Flotilla.

Letter from Flag-Officer Davis, U. S. Navy, to Flag-Officer Farragut, U. S. Navy, reporting engagement between the U. S. ram *Arkansas* and Colonel Ellet's ram.

U. S. FLAG-STEAMER BENTON,
Off *Vicksburg*, July 22, 1862.

DEAR ADMIRAL: I am also entirely disappointed in the result of the morning's work, which last night seemed to me to promise very fair.

I do not understand where the *Sumter* was this morning. Colonel Ellet went down according to the plan and struck the ram in such a manner as to injure her, to what extent our observers can not form an opinion until the sun falls upon her. Colonel Ellet's ram is cut to pieces with round shot and grape, but strange to say, though many persons in her small crew were struck, no one was killed and no one even seriously wounded.

I intend to keep the *Essex* and *Sumter* below to blockade the *Arkansas*; when she disappears from the scene, Porter can go below to Grand Gulf or wherever else he may be wanted.

I am sorry the communication between us is to be cut off, and think it not improbable that human ingenuity will find some way of keeping it open.

I shall send for Colonel Fitch and General Curtis by the next boat.

I have no suggestions to make. It is the old story of Columbus, Island No. 10, and Fort Pillow over again, with emendations in the way of bilious and remittent fevers and the reduced force.

If you go down without my seeing you, God bless you, and remember me most kindly to Lee, Alden, Palmer, Wainwright, Bell, and all my old friends.

Very faithfully, yours,

C. H. DAVIS,
Flag-Officer.

P. S.—The ram *Arkansas* is seriously injured, as has been discovered by my intelligent scout. Porter's shot tore a long hole in her. I shall open with the mortars as soon as the thermometer has descended below 140° in the shade.

C. H. D.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Comdg. West Gulf Blockdg. Squadron, Below *Vicksburg*, Miss.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Lowry, U. S. Navy, commanding U. S. S. *Sciota*, to perform convoy duty for army transports.

FLAGSHIP HARTFORD,
Below *Vicksburg*, July 22, 1862.

SIR: You will convoy the army transports down the river as far as Ellis Cliffs, after which you will return and report to me wherever I may be. Should you meet the *Kennebec* or *Katahdin*, you will direct them to proceed immediately to this place and report to me.

I am, sir, respectfully your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Comdg. Western Gulf Blockdg. Squadron.

Lieutenant Commanding R. B. LOWRY,
Commanding U. S. Gunboat *Sciota*.

[Telegram.]

NAVY DEPARTMENT, *July 18, 1862.*

Go down river at discretion. Not expected to remain up during the season. Messenger on the way with dispatches.

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Vicksburg, via Cairo.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, July 23, 1862.

MY DEAR FLAG-OFFICER: I received by the hands of your young man, Mr. Post, a telegram from the Department yesterday to drop down and not get caught in the river, but I really feel doubtful of your having sufficient force below here for the control of the rebel ram, but of that you are the best judge.

We were aroused this morning by a heavy firing about 10 miles below. Soon after one of our army steamers with the sick on board returned to the anchorage, stating that she had been fired into by a three-gun battery and had been struck twelve times, and the captain of one of the companies killed. I had made all the arrangements for having an armed vessel to accompany each steamer, and a gunboat the whole. Why this vessel was sent off in the night without this escort, I know not. I have sent Commander Palmer to see the general, and will send a force down to shell them out, and as soon as all the arrangements are made I will drop down the ships, to-morrow, I hope, at the furthest. These fellows will give you great trouble. If Porter is overmatched he can fall down upon our vessels below, but I can not afford to keep a force of any consequence this side of New Orleans, where I shall have the *Pensacola*, *Mississippi*, and *Portsmouth* permanently, and almost always some other vessel there for temporary repairs, etc. Our great object in not letting the ram get below this is that he can get coal or anything he wants from Natchez, Red River, etc. I will take all the ferryboats as I go down, to keep them from crossing troops, cattle, etc.

If there is anything else that you think the public interest requires of me, please let me know, and if I can do anything for you personally, you know that nothing would give me more pleasure.

With my best wishes for a speedy release from this embarrassment by an increase of both land and naval forces,

I remain, very truly, your friend,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Flag-Officer C. H. DAVIS,
Commanding Western Flotilla.

Report of Flag-Officer Farragut, U. S. Navy, transmitting reports regarding the engagement with the C. S. ram *Arkansas*.

FLAGSHIP HARTFORD,
Below Vicksburg, July 22, 1862.

SIR: I herewith enclose the reports of this vessel, *Iroquois*, *Richmond*, *Sciota*, and *Winona* of their passage down the river from above this place, and the encounter with the ram *Arkansas*.

I am, sir, respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

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

Report of Commander Wainwright, U. S. Navy, commanding U. S. S. Hartford.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, July 16, 1862.

SIR: Yesterday morning about 6 o'clock firing was heard up the river, supposed to be a reconnoitering party engaged with the enemy's field artillery up the Yazoo River, but it proved that they were engaged with the enemy's ram *Arkansas*, who soon appeared coming around the point firing and being fired into by the different vessels. We gave her our port broadside as she passed, but with what effect could not be seen; we were loaded with 5-second shell.

At 6:45 p. m., we got underway and stood down the river, when the upper battery opened. We returned their fire as soon as our guns would bear, and continued firing without intermission at batteries, ram, and riflemen until we anchored below the town.

The officers and men behaved with their accustomed bravery and coolness. The two (officers) acting masters of the powder division were sick, but under the direction of Paymaster G. Plunkett and Sailmaker John A. Holbrook, its duties were admirably carried on.

The efficiency of the gun divisions are in a great measure due to the drill of Acting Midshipmen J. H. Reed, E. C. Haseltine, and H. J. Blake. We were struck in the hull several times. A IX-inch shell that did not explode carried away our starboard fore-topsail sheet bitts on berth deck. The rigging was but slightly injured. We had killed Master's Mate George H. Lounsberry, Officers' Cook Charles Jackson, and John Cameron, seaman; 6 were wounded.

I am, respectfully, yours,

R. WAINWRIGHT,
Commander, Commanding Flagship Hartford.

Flag-Officer D. G. FARRAGUT.

[Enclosure.]

FLAGSHIP HARTFORD,
Below Vicksburg, July 16, 1862.

SIR: The following officers and crew of this ship were killed and wounded in the engagement last night, viz:

Wounded.—Thomas Hoffman, paymaster's steward, head and chest with splinters; John D. Barnes, fireman, contusion of shoulder;

Michael Martin, landsman, contusion arm, slightly; George Royer, marine, contusion, slightly; Henry Downs, boy (colored), contusion, slightly; Captain John Broome (Marine Corps), contusion, head and shoulder.

Killed.—Mr. George H. Lounsberry, master's mate, killed by cannon ball; Charles Jackson, officers' cook, killed by cannon ball; John Cameron, seaman, killed by cannon ball.

Killed 3; *wounded*, 6.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Commander R. WAINWRIGHT,
Commanding U. S. S. Hartford.

Report of Commander Alden, U. S. Navy, commanding U. S. S. Richmond, transmitting list of casualties.

U. S. STEAM SLOOP RICHMOND,
Near Vicksburg, July 16, 1862.

SIR: I have the honor herewith to enclose the surgeon's report of casualties, and also those of the boatswain and carpenter, showing the injury done to this vessel by the enemy's shot during the action of last evening.

Everyone on board behaved well. A careful lookout was kept for the ram as we passed, but owing to the obscurity of the night we could not make her out.

Respectfully, sir, your obedient servant,

JAMES ALDEN,
Commander.

Flag-Officer D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Flagship Hartford.

[Enclosures.]

U. S. S. RICHMOND,
Below Vicksburg, July 16, 1862.

SIR: The following are the only cases of injuries occurring in passing the batteries at Vicksburg last evening:

Wounded.—William L. Somes, seaman, incised wound of scalp, not severe; William Nelson, seaman, slight injury of right thumb and contusion of left knee.

Very respectfully,

A. A. HENDERSON,
Surgeon.

Commander JAMES ALDEN,
U. S. S. Richmond.

U. S. S. RICHMOND,
Off Vicksburg, July 16, 1862.

SIR: I respectfully beg leave to submit to you the following report of injuries received by this ship in action on the evening of 15th instant, viz: Two shrouds port mizzen rigging shot away; two

quarter-blocks foretopsail yard bands badly injured and port foot rope shot away; brails and outhaul of spanker shot away, same shot seriously injuring the spanker.

Most respectfully, sir, your obedient servant,

ISAAC T. CHOATE,
Boatswain, U. S. Navy.

JAMES ALDEN, Esq.,
Commanding U. S. S. Richmond.

U. S. S. RICHMOND, *July 16, 1862.*

SIR: I beg leave respectfully to state the damage sustained by this vessel off Vicksburg in the action of the 15th instant:

Was struck by a shot on the port side, at the water line, under No. 1 gun port, going in 2 inches, and glanced off. Struck by a IX-inch shot, under No. 3 gun port, 2 feet above berth deck, passing through planking, timbers, and ceiling, breaking off one hanging and two diagonal knees, demolishing a mess chest, and lodged on the starboard side.

Between Nos. 11 and 13 gun ports, five grapeshot struck the side of the ship.

One 6-pound shot struck near the top on the after part of No. 12 gun port, imbedding itself in the timber. Was struck by a 6-pound shot on the forward side of No. 15 gun port, burying itself in the timber.

One 6-pound shot came through the after port of cabin, carrying away sash, blind, and bulkhead, lodging in the signal room.

A large number of bullets struck and lodged in the side; the main mast and steam pipe are also struck by bullets. The foretopsail yard was struck by a shot, carrying away quarter blocks and starting the bands.

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

H. L. DIXON,
Carpenter.

Commander J. ALDEN,
U. S. S. Richmond.

Report of Lieutenant Lowry, U. S. Navy, commanding U. S. S. Sciota.

U. S. GUNBOAT SCIOTA,
Above Vicksburg, July 15, 1862.

SIR: This morning about 6:10 a. m. heavy firing was heard from this vessel, apparently from the direction of the Yazoo River, the cause of which soon manifested itself in the appearance of the gunboat *Tyler*, Lieutenant Commanding [William] Gwin, running before and closely pursued by an ironclad rebel ram, since ascertained to be the *Arkansas*, escaped out of the Yazoo River. This vessel, of a similar construction to the *Louisiana* and *Mississippi*, destroyed at New Orleans, that is, a screw propeller and inclined iron sides, armed with 9 guns, seemed by her movements to trust entirely to her invulnerability for a safe run to the cover of the

Vicksburg batteries. The *Tyler* made a running fight until within our lines, when the vessels opened as our guns bore, the rebel's speed diminishing very visibly. This gunboat was anchored fourth in line from up river, without steam, and engines under repairs, but as soon as I heard the firing I ordered fire started and steam to be raised with all dispatch. My XI-inch gun, loaded with a 10-second shell, which I had endeavored in vain to draw, as the rebel came within my train, I fired, striking him fair, but the shell glanced off almost perpendicularly into the air and exploded. At the same time I opened a brisk fire with all my small arms against his ports, which I am confident prevented them from manning her port guns till after she had passed us. I observed one man, in the act of sponging, tumble out of the port, sponge and all, evidently shot by a rifle ball. I found my officers and men ready, but such was the suddenness of the appearance and passing of this formidable vessel of the enemy that but little time was afforded for any continued attack upon her with the unwieldy gun carried by this vessel. After passing downstream out of my line of fire, which he did in from four to six minutes, I was unfortunately only a spectator of the final result of this event.

I am, very respectfully, your obedient servant,

R. B. LOWRY,

Lieutenant, Commanding U. S. S. Sciota.

Flag-Officer D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron.

Additional report of Lieutenant Lowry, U. S. Navy, commanding U. S. S. Sciota.

U. S. GUNBOAT SCIOTA,

Below Vicksburg, July 16, 1862.

SIR: I have the honor to report that in obedience to general signal, made yesterday at 7 p. m., I got underway and got position fifth in line, and steamed down the river. On nearing the point opposite the city, found an active bombardment kept up from the ironclad vessels of Flag-Officer Davis's fleet, while the rebels were replying with great spirit from all the hill and water batteries, strengthened by large bodies of sharpshooters, posted in rifle pits and in the woods. As we turned the point the bullets began to fly over us very thickly. We opened on the riflemen with small arms in the hands of the sick and disabled officers and men, who, too feeble to work the heavy gun, still zealously used their little strength to annoy the enemy by a return fire of musketry. Our two 24-pounder howitzers were worked rapidly and efficiently, throwing shrapnel into the enemy's troops, which were seen to burst with good range and effect. I proceeded under this fire and the crossfire of the batteries till beyond range, when I rounded to and anchored at 8:10 p. m.

On passing Vicksburg, could see nothing distinctly of the ram, though I received a fire as from a battery at or near the level with the water. A shell from this battery passed horizontally through this vessel, tearing the metallic boat, cutting bulwarks on port side, starting wood ends and bolts on deck, and finally bursting in

the starboard spirketing, tearing waterways, covering board, futtock ends, and timbers, breaking boat davit on starboard side. Several grape and other shots passed through the ship, and one heavy shot struck under port bow, a plunging grazing shot from the hill forts.

I have to report, and thankfully so, but two casualties, two men wounded, as per surgeon's report. My officers and men behaved well and bravely.

Though commanding this vessel but a few days, I deem it my duty to place on record my opinion of her armament, its adaptation and efficiency to vessels of this class. It will first be noticed that this vessel has a crew of nearly 100 men to one gun, for the howitzers can not be called part of the battery. The great weight and cumbrous size of the XI-inch gun, with its carriage, slide, and railway circles, pivot bolts, traversing tackles, etc., on a deck of the narrow beam of this and all other gunboats, amounts to an absurdity. The great weight lifts the vessel from 3 to 6 degrees as she is light or deep when in battery, while the rolling motion is so great that it would be impossible to cast loose the gun in the most ordinary swell or sea. The time occupied in loading and pointing prevents rapid and precise firing, the complicated machinery of the carriage and slide, the screw elevator obstructing the graduated tangent sight when the breech is lowered 5 or 6 degrees or for any long range—the gun has not the range to compensate for its other drawbacks—are all serious objections to continuing these heavy guns as the main battery of gunboats.

The practice of this war, as we have experienced it in this river, teaches me that a great error is committed in this respect. Our experience of the precision, range, and penetration of the old 32-pounders of 57 hundredweight discarded by us but used almost entirely by the rebels against us, creates a question it we must not eventually restore that neglected caliber of smoothbore to the decks of light ships.

For my own part, I would prefer two or four of them on the Marsilly carriage, in its simplicity and ease of handling and shifting, to any other gun on a pivot, with its incumbrances of tracks, eccentric, shifting bolts, levers, etc. The rapidity with which four 32-pounders could be worked will overbalance the preponderance of a heavy XI-inch. In making these remarks I simply consider I am performing a professional duty, and

Am, very respectfully, your obedient servant,

R. B. LOWRY,

Lieutenant, Commanding Sciota.

Flag-Officer D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron.

Report of Lieutenant Nichols, U. S. Navy, commanding U. S. S. Winona, transmitting list of casualties.

U. S. GUNBOAT WINONA,

Below Vicksburg, July —, 1862.

SIR: I have the honor to report that this vessel got underway last evening and passed, in company with the rest of your fleet, from the

anchorage above Vicksburg to that below. All the vessels were subjected to a heavy fire from the numerous batteries, as also to heavy fire of musketry. We were enabled to fire our XI-inch gun but three times, owing to having received a shot on port side which started a heavy leak. Started our deck pumps immediately, but, finding the water gaining, ran in and pivoted the XI-inch gun to starboard, to raise the leak out of water. Water still gaining, pivoted rifle gun to starboard, shifted port howitzer over, and shifted shot and shell to starboard. My orders being to anchor at the old anchorage below Vicksburg, I ran down to the lower end of the island and rounded to, with the intention of anchoring, but finding the leak still gaining fast on the pumps, the water up to the tops of the ash-pit doors, and being ignorant of the position and nature of the damage causing the leak, I deemed it the safest plan to run the vessel on shore, which was done at the foot of the island, her bow in 8 and stern in 11 feet water. Upon examination we found that a shot had entered just above water line and close to opening of outboard delivery, breaking valve and cast-iron valve chest. I enclose herewith report of Mr. [John] Purdy, senior engineer in charge. One other shot struck the spirketing in wake of long port, but did not penetrate. One shell burst among the crew of XI-inch gun, killing 1 man and very slightly wounding 2 others. The fragments of this shell tore up the deck, waterways, hatch combings, and gun carriage, but the injuries are not serious. In the engagement with the ironclad gunboat our side was perforated in several places by fragments of a shell which exploded near the vessel, wounding 2 men.

I can not speak too highly of the conduct of all on board. I enclose herewith reports of Assistant Surgeon Mathewson of the casualties of yesterday; also return of ammunition expended.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Division Gulf Blockading Squadron.

[Enclosures.]

U. S. GUNBOAT WINONA,
Below Vicksburg, Miss., July 16, 1862.

SIR: I most respectfully make the following report of the damages sustained by the engineer's department of this vessel in passing the city of Vicksburg July 15, 1862, viz: Outboard delivery valve chamber shot away and shattered in an irreparable manner, thereby rendering the engines useless until the said valve chamber is replaced. Oil tank destroyed.

Very respectfully,

JOHN PURDY,
Second Assistant Engineer, U. S. Navy.

Lieutenant Commanding E. T. NICHOLS.

U. S. GUNBOAT WINONA,
Near Vicksburg, July 15, 1862.

SIR: I respectfully report that in the engagement of this morning with the rebel ironclad gunboat *Arkansas* the following men were

wounded on board this vessel: John Jones, captain afterguard, struck by splinter over left molar bone, which contused the soft parts, but produced no fracture; William Mally, landsman, struck by a splinter, which produced a contused wound over left scapula, not serious in its nature.

Very respectfully, your obedient servant,

ARTHUR MATHEWSON,
Assistant Surgeon, U. S. Navy.

EDWARD T. NICHOLS,
Lieutenant, Commanding.

U. S. GUNBOAT WINONA,
Near Vicksburg, July 16, 1862.

SIR: I respectfully report that in the engagement of last night with the batteries at Vicksburg, John H. Harway, landsman, was killed instantly by the explosion of a shell from the enemy's batteries. No others of the ship's company were injured beyond the extent of slight bruises and scratches.

Very respectfully, your obedient servant,

ARTHUR MATHEWSON,
Assistant Surgeon, U. S. Navy.

EDWARD T. NICHOLS,
Lieutenant, Commanding.

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois.

U. S. S. IROQUOIS,
Below Vicksburg, July 17, 1862.

SIR: At twenty minutes after 6 in the afternoon of the 15th, signal being made from the flagship to weigh and form the line ahead, the *Iroquois* being ordered to lead, I was immediately underway and stood down the river toward the newly erected battery, having been preceded about half an hour by Flag-Officer Davis and the *Benton*, with two other ironclad gunboats, whose intentions were to keep in play the upper battery, whilst we passed on to the attack.

At 7 we passed the head of their line and were immediately under fire, which we returned at once, and very soon after the hill battery in the upper part of the town commenced its raking fire, the shot and shell flying over us, their guns not being sufficiently depressed. In a short time we were abreast the town, from which we received volleys of musketry and artillery, which we returned with shrapnel and grape. Now the lower hill batteries commenced their plunging fire, and at this critical moment our worn-out engines suddenly stopped and we drifted for twenty minutes under fire, which, as night was now setting in, was ill-directed, and very soon gave me no concern. As we dropped down, the lower water battery and what I supposed might be the ironclad ram opened upon us. This we returned with solid shot. But with all this fire of heavy shot and shell from the batteries of musketry and fieldpieces, with which the town was crowded, with the exception of a 6-pound shell fired from a fieldpiece, left sticking in our side between wind and water, we escaped without damage.

By the indefatigable exertions of our chief engineer the engine was

set going again, and when below their line of fire I turned and stood up again for the batteries, thinking the flagship was still above, but afterwards finding that in the darkness she had passed below unobserved by us, I dropped down and anchored beside her.

I have the honor to be, sir, very respectfully, your obedient servant,
 JAMES S. PALMER,
Commander.

Flag-Officer DAVID G. FARRAGUT,
Commanding Western Gulf Squadron.

Report of Commander Lee, U. S. Navy, commanding U. S. S. Oneida.

U. S. STEAM SLOOP ONEIDA,
Below Vicksburg, July 16, 1862.

SIR: I make the following report of the action with the batteries and with the rebel ironclad ram *Arkansas* last evening in passing Vicksburg.

At 6:40 p. m. flagship made general signal 1218. Got underway, steaming as necessary whilst the fleet was formed according to the plan for the morning of the 28th ultimo. Renshaw's mortars were now firing at the batteries. At 6:55 the army mortars commenced firing. At 7 the *Benton* opened fire on the new upper battery. At 7:20 passed two of the army gunboats, now holding their fire to allow us to pass, our fleet having formed and closed up. At 7:30 we opened fire on the new upper battery. Fired in passing at the upper batteries and rifle pits with our battery and small arms, whilst under like fire from the rebels. We passed near the left (east) bank, stopped the engine and drifted by the town; saw the wharf-boat; fired bolts from two rifle guns, and solid shot from the two XI-inch pivot guns at the *Arkansas*, which, lying under the bank exposed her position by firing. Stopped firing at 7:30, having expended the following projectiles: 6 shell, XI-inch, 5-second fuze; 9 grape, XI-inch; 2 solid shot, 11-inches (at the ram); 10 shell, 32-pounders, 5-second fuze; 1 stand 32-pounder grape; 2 solid 32-pounder shot; 16 bolts, and 1 shell from the 30-pounder Dahlgren rifle guns. No casualties occurred on board.

The officers and men on the sick list who were able to go to their guns did so. Anchored with the fleet.

Respectfully, yours,

S. PHILLIPS LEE,
Commander.

Flag-Officer D. G. FARRAGUT, U. S. Navy,
Commanding, etc.

Report of Lieutenant Breese, U. S. Navy, commanding U. S. barkentine *Horace Beals*.

U. S. BARKENTINE HORACE BEALS,
Below Vicksburg, Miss., July 18, 1862.

SIR: I have the honor to submit the following report of the part taken in the bombardment of Vicksburg by the mortar vessels, second division Mortar Flotilla, on the 15th July.

The position of the six vessels at this time was just out of gunshot of the enemy, on the right bank of the river, and about a mile above the *Brooklyn*, with the exception of the mortar schooner *S. C. Jones*,

lying aground about a mile above us, and on the same side. Firing had been heard some time up the river, when an officer came to the the river bank and stated that the rebel ram *Arkansas* was attempting to run through the fleet, and that she would probably succeed. Word was immediately passed to the division to heave short, and your signal to prepare to get underway was soon followed by the signal to get underway, the ram having hove in sight and appearing to be standing for us.

The division slowly dropped by the tide about a mile and a half from former positions, hauling close in to the bank. Here all preparations were made to do our best with the ram should she come down. About 10 a. m. you ordered the division to be taken up into position, and that I had better go ahead and select the place for them, which I did, at the same time to see what could be done with the *S. C. Jones*. On leaving your vessel the *Jones* was discovered to be on fire, and shortly after blew up. About 1:30 p. m. the *John Griffith*, *Orvetta*, and *Henry Janes* reached their position, towed by your vessel, and at 1:40 they opened fire on the enemy's batteries. The *Sarah Bruen* and *O. H. Lee* were to have been towed by the *Laurel Hill*, but they were abandoned after a single attempt, and only got into position by your vessel. As you are aware that the enemy's shot flew quite thickly about the vessels while being placed in position, it will not be necessary for me to say anything further, except that at different times we were opened upon from the rifled guns of the enemy, and also from sharpshooters placed in the woods on the opposite bank.

The broadside guns throwing 10-second shell responded to this latter, but I think their being silenced before mischief was done is owing to the splendid shooting of Captain Nim's battery placed in battery abreast and partly astern of the division. This battery most effectually silenced the enemy's fire. The firing from the mortars was continuous from the time of taking up position to that of the order to drop down the river, with the exception of about an hour during a rain squall. The firing was once in about seven to ten minutes from each vessel, until we heard the guns from our fleet coming down, when fire was opened as rapidly as possible and kept up until all the fleet had passed us, when you made signal to retire.

During this time the *John Griffith* threw 62 shell, the *Orvetta* 30 shell, the *Henry Janes* 60 shell, *O. H. Lee* 49 shell, and *Sarah Bruen* 32 shell. The *John Griffith* fired just prior to and in the passage of the fleet by the forts upon the lower water batteries, the other vessels altogether upon the hill batteries. After the enemy's lower battery was silenced by Captain Nim's battery of light artillery not a missile was sent in our direction. The general direction and bursting of shell was very good, but after having so often witnessed the effect of nineteen and twenty mortars, it almost appeared useless to use so few, and I am convinced that a less number are hardly efficient for such purposes.

The vessels, mortars, and their appurtenances stood the shock with about the usual amount of damage.

Respectfully, your obedient servant,

K. R. BREESE,

Lieutenant, Commanding Second Division Mortar Flotilla.

Commander WILLIAM B. RENSHAW,

Commanding Gulf Division Mortar Flotilla.

Report of Commander Benshaw, U. S. Navy, commanding division of Mortar Flotilla, regarding the operations of his command.

U. S. S. WESTFIELD,
Mississippi River, July 23, 1862.

SIR: I have the honor to submit the following report of the operations of the division of the Mortar Flotilla I have the honor to command previous to and during the bombardment of the 15th instant.

About 7 a. m. constant firing was heard in the direction of the combined fleets of Flag-Officers Farragut and Davis, anchored a few miles above Vicksburg, and shortly after intelligence was received that the rebel ironclad ram *Arkansas* was endeavoring to and would probably succeed in passing the fleet. Signal was immediately made from the steamer to the mortar schooners to prepare to get underway. At 8 a. m. the ram was discovered coming slowly around the point, when I made a signal to the schooners to get underway immediately, slipping the cable of this steamer at the same time to give them assistance should they require it.

The schooner *Sidney C. Jones*, Acting Master Jack (which had been ashore since a few days after the fleet passed the batteries, and by the receding river left with but a few feet of water under her) was lying in a defenseless position, rendering it proper that immediate preparations should be made to destroy her should the ram continue on her course down the river. I was about making signal to Acting Master Jack to be ready to blow her up, when he made signal, "Shall I destroy?" At this time the ram was observed going alongside of the bank at Vicksburg, and the necessity for immediate action having ceased, I answered the signal by directing him to "get ready." After the schooner had successfully dropped down some distance below the *Brooklyn*, under the cover of whose guns they could alone be protected, I steamed up the river for the purpose of giving specific directions to Acting Master Jack and to reconnoiter the ram. Upon the way I met General Williams and staff riding along the bank, and, hailing him, requested to know if he intended embarking his command. Being answered in the negative, I requested him to allow one of his artillery officers to go on board the stranded schooner and make such a distribution of her powder as to insure her mortar being blown into deep water (a distance of only a few feet) should it become necessary to fire her. The request was cheerfully complied with, and, passing, I soon reached, and, hailing the schooner at a distance of not more than 25 yards, easy conversing distance, directed Acting Master Jack to make preparations to blow her up, and that an artillery officer would come on board to instruct him in relation to the manner the powder should be placed to insure the mortar being blown into deep water, but that he must not blow her up until he received orders from me or the ram was actually coming down upon him.

These instructions were clearly understood by him at the time, and, feeling assured they would be strictly complied with, I proceeded a short distance up the river to examine the condition of the ram. Satisfying myself that she was seriously injured by the conflict with the fleet, I fired two rifle shot at her and ran down the river to communicate with Captain Bell and inform him of the result of my observations, and upon communicating with him received an order from Flag-Officer Farragut directing me to bring the mortars to bear upon

the batteries immediately, as he was coming down with the fleet to attack them and endeavor to destroy the ram.

All the steamers of the flotilla, with the exception of the *Westfield*, being absent towing the twelve schooners accompanying Captain Porter down the river, I applied to Captain Bell to order the U. S. S. *Kensington* to assist me in getting the mortar schooners into position, and in reply was informed that the army transport *Laurel Hill* would tow up two of them.

This was all the assistance I required to promptly execute the order I had received, and, to carry it out, dispatched Lieutenant Commanding K. R. Breese in his boat to superintend the placing of the schooners, and at the same time to look after the *S. C. Jones* and be ready to give proper directions should the ram unexpectedly move. He had, however, scarcely left to perform this duty when, to my surprise and great regret, the *S. C. Jones* was blown up without any movement of the ram occurring to justify it. Three schooners were then taken in tow by this steamer and placed in position on the west side of the river, a little below where they were stationed during the previous bombardment, the batteries on the Vicksburg side opening fire briskly at the same time.

The *Laurel Hill* not having started with her tow, I was obliged to return down the river to ascertain the cause of the delay, and was informed by her captain that he "had parted his hawser, and consequently could not tow." In fifteen minutes afterwards we were underway, with the two remaining schooners, and at 3:30 p. m. I had the satisfaction of seeing all the mortars in position.

The first three schooners, the *John Griffith*, Acting Master Henry Brown, commanding; the *Henry Janes*, Acting Master [Lewis] W. Pennington, commanding; and the *Oliver H. Lee*, Acting Master Washington Godfrey, commanding, had already, at 1:30 p. m., opened fire from their mortars and at the time we arrived with the *Orvetta*, Acting Master F. E. Blanchard, commanding, and the *Sarah Bruen*; Acting Master A. Christian, commanding, were also firing with their broadside guns, assisted by a field battery of General Williams's command, at a large body of riflemen on the opposite shore, who were annoying them by their fire, which immediately ceased upon our casting off our tow and throwing some VIII-inch grape among them. The estimated distance of the schooner farthest up the river from the batteries was 3,700 yards, and of the one farthest down 4,000 yards.

The mortars being in position and firing with effect upon the batteries, I remained underway in their vicinity to render them all the assistance my frail steamer could afford should they require it, until hailed by the *Brooklyn*, at 7:15 p. m., informing me that the fleet was getting underway, when I made signal to the mortars to fire rapidly, and ran over to the eastern shore of the river and took up the same position I occupied during the bombardment on the morning of the 28th of June, enflading the water battery in front of the brick hospital, and remained there until the fleet had passed the batteries and all firing except from the mortars had ceased. The signal to "cease firing and retire" was then made to the schooners at 8:30 p. m.

The firing from the mortars was rapid and accurate, the shell frequently falling apparently within the batteries and causing for a

time a less regular fire from them, which, from some unknown cause, was far less vigorous from the lower batteries than on the occasion of the previous bombardment.

To the report of Lieutenant Commanding Breese, commanding the second division of mortar schooners, I have the honor to refer you for particulars of the mortar practice and conduct of their officers and men. The services of this officer, I am aware, have already been brought to your notice by the very able and gallant commander of the flotilla, Captain Porter, and I have only to add the expression of my very high appreciation of his official ability and gallantry and my thanks for his zealous assistance during this anxious day. Anxious, from the fact that from the hour of half past 1 until nearly 8 in the evening the mortar schooners were lying in position comparatively unprotected, within $2\frac{1}{2}$ miles of this ram, which had successfully run the blockade of our fleets, not knowing at what moment her repairs might be completed and she again ready for action.

The *Westfield* was struck twice during this bombardment, without materially injuring her; once by a rifle shot on her connecting rod, which was probably saved by the engine being in motion, and once by the fragments of a shell.

Since the *Westfield* has been in commission she has been engaged in three regular bombardments and at other times frequently under the fire of the enemy's batteries, performing the duties assigned her in connection with the Mortar Flotilla, and it is a duty I embrace with pleasure, in thus making my first official report to the Department, to express my appreciation of the conduct of her officers and men.

The executive officer, Acting Master C. W. Zimmerman, though but a youth 19 years old, has proven himself, by his professional knowledge and fine bearing under fire, worthy of receiving a lieutenant's commission. I can also, with confidence, recommend Acting Master L. D. Smalley for a permanent position in the Navy, should the Department contemplate retaining any of the volunteer appointments. He has performed the duties of master since leaving the United States, and in that capacity directed, under my supervision, the steering of the ship, whenever she has been under fire, with coolness and judgment.

Acting Masters Vassallo, Miller, and Warren have been attentive to their duties, and courageously fought the guns at which they were stationed, while the supply of powder and projectiles from the powder division was evidence that Acting Master's Mates Arnett and Harvey were equally worthy of praise.

The engineer in charge, Mr. William R. Greene, with his assistants, Messrs. George S. Baker and Charles [W.] Smith, have been untiring in their exertions to keep the engine in repair, and have exercised so much judgment and care that since leaving the United States there has never been a day that the machinery has not been in perfect working order.

Acting Assistant Surgeon E. H. Allis and Acting Assistant Paymaster C. C. Walden are also worthy of commendation, the former for kind and unremitting attention to the sick and the latter for faithful attention to duty and for volunteering to take charge of our IX-inch gun during the last bombardment (two of the acting

masters being ill with the fever) and fighting it with courage and ability. Mr. Dudley S. Griffith, captain's clerk, has been of great service to me in conveying my orders in time of action. He is a youth of much intelligence and cool courage.

Respectfully, your obedient servant,

W. B. RENSHAW,
*Commanding Division of Mortar Flotilla,
 Operating with the Western Gulf Blockading Squadron.*

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

Report of Commander Renshaw, U. S. Navy, recommending the dismissal from the service of Acting Master Jack and Acting Master's Mate Squires, U. S. Navy.

U. S. S. WESTFIELD,
New Orleans, July 29, 1862.

SIR: I have sent home on the *Connecticut* Acting Master Jack and Acting Master's Mate T. W. Squires, the former the commanding officer of the blown-up schooner *S. C. Jones* and the latter of the bark *Houghton*.

Acting Master Jack positively asserts that he did not understand my order not to blow up the schooner until the ram approached him, but supposed I wished her destroyed immediately. I regret that I have to differ decidedly with Acting Master Jack in this assertion, which opinion I think would be confirmed could the exigencies of the service admit of an investigation by a court of enquiry. Mortifying as the sight of the schooner blowing up at that time was to me, it is a satisfaction to know that her destruction was only a little premature, as the squadron's leaving a few days afterwards would have rendered it necessary to have made such disposition of her.

Acting Master's Mate Squires was found fast asleep, with every other man on deck, during his watch, at a time when unusual vigilance was required in consequence of our not knowing at what time the ram *Arkansas* might come down from above.

I respectfully recommend the dismissal from the service of these officers.

Very respectfully, your obedient servant,

W. B. RENSHAW,
*Commanding Division of Mortar Flotilla,
 Operating with Western Gulf Blockading Squadron.*

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

Explanatory statement of Acting Master Jack, U. S. Navy, in the matter of the destruction of the mortar schooner *Sidney C. Jones*.

SIR: Agreeably to an order signed by W. B. Renshaw, esq., U. S. Navy, commanding mortar fleet in the Mississippi, a copy of which is herewith enclosed, I beg leave to report myself to the Department. Having thus complied with the order, it is but just that I should

briefly state the circumstances under which it was given. Being in charge of the mortar schooner *Sidney C. Jones* on the morning of the 15th of July last, after the ram *Arkansas* had passed the fleet and got under the enemy's batteries at Vicksburg, I was hailed by Captain Renshaw and ordered to blow up the schooner immediately and effectually, and to get the mortar into the deepest water possible, the vessel at the time being ashore, high and dry. I was also informed by Captain Renshaw that an artillery officer would be sent to my assistance, to carry out the order of destruction. Immediately afterwards I was hailed from the shore by Captain [Charles] Everett, of the Massachusetts Battery, who informed me that he was detailed as the artillery officer referred to in said order to assist in the destruction of the vessel, with whom I acted in conjunction and carried into effect the order of Commander Renshaw. On the 17th of July I was sent for and told that I might consider myself as under arrest, and on the 18th of July I received a notification from Lieutenant Breese, hereto affixed, of an intention on the part of Commander Renshaw to investigate the reason of the destruction of said vessel. I accordingly appeared before the board of enquiry detailed for said duty, and exhibited my proofs of the order I received and its faithful execution, those proofs being also herewith affixed. After the fullest investigation, the board, or court of enquiry, as I was informed by them, fully acquitted me of all blame, and complimented me on the manner in which I had discharged my duty, and gave me credit for service I had rendered the Government in saving so much public property of the vessel. You may imagine my surprise, after this triumphant acquittal, when I received the order which sent me home to report as under arrest. I appeal most confidently to you, sir, to restore my unblemished name to the naval service of the country and to remove this unjust cloud upon my character.

Very respectfully, your obedient servant,

CHARLES E. JACK,
Acting Master, Commanding the late Sidney C. Jones.

HON. G. WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. WESTFIELD,
New Orleans, July 29, 1862.

SIR: You will at once proceed to the United States (per steamer *Connecticut*), and immediately upon your arrival report to the Secretary of the Navy, in writing, as under arrest.

Respectfully, your obedient servant,

W. B. RENSRAW,
Commanding Mortar Flotilla.

Acting Master CHAS. E. JACK, U. S. Navy.

U. S. BARKENTINE HORACE BEALS,
Near Vicksburg, Miss., July 18, 1862.

SIR: You will report to me at 10 a. m. to-morrow on board this vessel, to answer an investigation ordered by Commander Renshaw

relative to the destruction of the *Sidney C. Jones* and its attendant circumstances.

You have permission to visit the shore this afternoon to see General Williams or Captain Everett, as requested.

Your obedient servant,

K. R. BREESE,

Lieutenant, Commanding Second Division Mortar Flotilla.

Acting Master CHAS. E. JACK, U. S. Navy.

U. S. STEAM BARK A. HOUGHTON,
Mississippi River, July 17, 1862.

SIR: We, the undersigned, officers and crew of the late U. S. schooner *Sidney C. Jones*, do hereby pledge our words of honor that we distinctly understood the order given to you on the morning of the 15th by Commander W. B. Renshaw, of the U. S. S. *Westfield*, to make preparation for blowing up your vessel, and further that we understood the order to blow her up effectually and immediately.

Very respectfully,

W. C. GRAHAM, *Acting Master's Mate.*
B. JOHNSON, *Acting Master's Mate.*
WILLIAM H. MUNROE, *Acting Master's Mate.*
MARRILL KENNEY, *Boatswain's Mate.*
STEPHEN NELSON, *Gunner's Mate.*
THOMAS DAVIDSON, *Sailmaker's Mate.*
JAMES TOLEN, *Captain Hold.*
FREDERICK TOMPKINS, *Carpenter's Mate.*
JOHN W. HUNTER, *Captain's Steward.*
ROBERT L. MONTIER, *Captain's Cook.*
GEORGE WOODLAND, *A. B.*
MATHEW McDONNELL, *Seaman.*
JOHN STYON, *Seaman.*
JOHN J. SMITH, *Seaman.*
JOSEPH BELL, *Ordinary Seaman.*
JAMES LAVINS, *Ordinary Seaman.*
CHARLES McMILLEN, *Ordinary Seaman.*
PATRICK B. CARRICK, *Landsman.*

Captain CHARLES E. JACK.

I hereby certify that I witnessed the foregoing signatures of the crew of U. S. schooner *Sidney C. Jones*.

W. C. HANFORD,
Executive Officer, U. S. Bark Houghton.

HEADQUARTERS SECOND BRIGADE,
Opposite Vicksburg, July 17, 1862.

In accordance with the request of Captain C. E. Jack, acting master commanding schooner *S. C. Jones*, I make the following statement: On the morning of the 15th instant, while riding upon the bank of

the river, I was hailed by Captain Renshaw, commanding U. S. gun-boat *Westfield*. The boat was at some distance, and I heard the hail imperfectly. As I understood it, it was to the effect that he expected to be compelled to blow up the schooner *S. C. Jones*, being then high and dry aground. That he desired that it should be done so effectually that no part of her armament, and especially her mortar, should fall into the hands of the rebels, and that he requested me to detail an officer of artillery to see it properly done. I answered that I would do so, and accordingly immediately ordered Captain Charles Everett, Sixth Massachusetts Battery, to superintend the work and to see it thoroughly done by fire and gunpowder.

THOS. WILLIAMS,
Brigadier-General, Comdg. Second Brigade, Dept. of the Gulf.

HDQRS. 6TH BATTERY LIGHT ARTILLERY, MASS. VOLS.,
Opposite Vicksburg, July 18, 1862.

Having been requested by Acting Master Commanding C. E. Jack, of the late U. S. schooner *Sidney C. Jones*, to state what I know in relation to the blowing up of said vessel, I make the following statement:

On the morning of the 15th instant, being near the headquarters of Brigadier-General Williams, I heard a hail from the U. S. S. *Westfield*, respecting the destruction of the mortar boat aground above, and a request that an artillery officer might be sent to superintend the operation. The *Westfield* proceeded up the river. A few minutes after this I was detailed by General Williams to go on board the mortar boat and see that she was destroyed effectually. I mounted my horse and rode rapidly, arriving abreast of the *S. C. Jones* simultaneously with the *Westfield*. I heard an officer (whom I believe to be Captain Renshaw) hail the *Jones*, ordering the commander to destroy the vessel and throw the mortar overboard, and that an artillery officer had come to assist him. Captain Jack suggested to the officer hailing that the steamer might make fast to the mortar and haul it overboard. I do not recollect the reply to this suggestion. I was, during the hailing, on the shore abreast of the *Jones*, distant 30 to 40 yards. I listened attentively and heard distinctly what was said, delaying my hail for a boat until the conversation was finished. I did not hear any contingencies mentioned, and fully understood the order to be for the immediate destruction of the vessel.

Going on board, I introduced myself as the artillery officer sent to assist in the destruction of the vessel. I asked him whether he felt certain that he was not expected to wait until the *Arkansas* attacked or moved toward him. He replied that his orders were positive and unconditional to destroy the vessel. I so understood them myself, and not an officer or man on board expressed any doubt upon the subject.

The preparations were made coolly and deliberately. The vessel was fired as soon as the crew, with their clothes and small arms, were clear of the ship.

CHAS. EVERETT,
Captain, Commanding Sixth Massachusetts Battery.

[Telegram.]

NAVY DEPARTMENT, July 25, 1862.

The Department learns with regret of the escape of the rebel steamer *Arkansas*, owing to the unprepared condition of the naval vessels. That vessel must be destroyed at all hazards.

GIDEON WELLES,
Secretary of the Navy.

Flag-Officers FARRAGUT and DAVIS,
Off Vicksburg.

The senior officer at Cairo will forward this dispatch without delay.

Extract from papers of Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg.

JULY, 1862.

Arrived above Vicksburg and joined the squadron the day previous to the passage of the rebel ram *Arkansas*, and took position on the starboard beam of the *Hartford*, Admiral Farragut's flagship, having the *Richmond* on the port bow, the *Oneida* ahead and a little on the port bow, but close to the bar, the *Sumter* on starboard bow and aground, the *Benton* right astern; all the vessels in close order. The *Oneida* was ahead and on the starboard bow of *Richmond*. On hearing the firing up the Yazoo River, I ordered steam and the cable prepared for slipping, and everything made ready for action, and was in full preparation for moving, but seeing no movement on board other vessels, I waited for orders; and when the ram came in sight, the time was too short to move to get a striking position, and fearing that I would foul the fire of the *Hartford* and *Richmond*, and hearing no order from the flagship *Hartford* on my port beam and in easy hailing distance; and the flagship *Benton* the same astern, and we were blowing off steam, so that every one knew we were ready, I did not move, which I most certainly would have done had I not been hemmed in by other vessels. The position we assumed by order, and I had no knowledge of the *Arkansas* being up the Yazoo River nor that vessels were up the river (*Carondelet* and *Tyler*). I had been in commission only four days, and had not become accustomed to the vessels (nor the pilots). Admiral Farragut said next day I had lost my promotion thereby.

JOSHUA BISHOP.

Report of Lieutenant Gwin, U. S. Navy, commanding U. S. S. Tyler, of engagement with the escaping ram.

U. S. GUNBOAT TYLER,
Near Vicksburg, July 15, 1862.

SIR: As ordered, I proceeded up the river at 4 a. m. At 7 a. m., discovered a steamer ahead, which proved to be the ram *Arkansas*. The *Carondelet* a mile and a half astern. The ram following us closely.

The ram not having any colors flying, we fired a shot at her, which she answered immediately with her bow guns. We then backed

down, keeping up a continuous fire from our bow guns, until, finding she would overtake us before we could reach the *Carondelet*, rounded down, giving her a broadside at a distance of 300 yards, which apparently had no effect, although the shot struck her. When, getting ahead of the *Carondelet*, which vessel was standing downstream, we held our position in close supporting distance, firing our guns as we could bring them to bear.

The ram *Arkansas* succeeded in getting up to and striking the *Carondelet*, but was driven off by the latter, when the ram, finding she could not sink her, I suppose, started for me, when I stood down the river with all speed and managed to keep a distance of 200 yards between us.

Our loss has been pretty heavy. Enclosed is a list of the casualties. I can not speak in too high terms of praise of my officers and men, as well as of the sharpshooters of the Fourth Wisconsin Regiment, doing duty on board of us.

I will make a detailed report as soon as possible, being at present very busy in taking care of the wounded.

As soon as I arrived down, I sent the *Bragg*, Lieutenant Commanding Bishop, to the relief of the *Carondelet*, which was, however, not necessary, as the latter vessel arrived shortly afterward.

I have received considerable [damage] both to the vessel and machinery, but hope to be ready for service this afternoon. I should like to have an addition of 25 men.

I am, very respectfully, your obedient servant,

WM. GWIN,
Lieutenant, Commanding.

Flag-Officer C. H. DAVIS, U. S. Navy,
Commanding Flotilla on the Western-Waters.

I regret to mention that the commander of the ram behaved in the most disgraceful and cowardly manner.

W. G.

Detailed report of Lieutenant Gwin, U. S. Navy, commanding U. S. S. Tyler.

U. S. GUNBOAT TYLER,
Near Vicksburg, July 16, 1862.

SIR: In obedience to your orders of the 14th instant, I got underway at 4 a. m. After an hour's detention for a pilot, stood up the river, entering the Yazoo. I proceeded on up to within 3 miles of the mouth of the old Yazoo, when we discovered a steamer standing down, which proved to be the rebel ram *Arkansas*.

I immediately opened fire on her, she being then half a mile from us. She immediately responded with her bow guns (two). At this time the engines were stopped. I then commenced backing down the river, hoping that I would have speed enough to keep ahead of her and be able to fight most of my battery, but finding she was approaching me rapidly, I rounded down the river and took a position about 100 yards distant on the port bow of the *Carondelet*, which vessel was standing down. Keeping up a rapid fire from the 30-pounder rifle in the stern and occasionally getting off some of my broadside guns, I maintained my position in support of the *Carondelet* until after the ram had closed with and struck her, forcing her against the bank.

The ram then left the *Carondelet* and stood down for me. I then stood down the river with all speed, and was able to maintain a distance of from 200 to 300 yards ahead of the ram, keeping up a rapid fire on her with my stern rifle and receiving the fire of her bow guns and an occasional shot from her starboard broadside.

Our shots had apparently little effect upon her, although one of them raised the iron on her bow, but further than that I could not see that either my shot or those of the *Carondelet* did any damage.

Her flagstaff was shot away about the time she closed with the *Carondelet*. She made no attempt to rehoist her flag. Not a man was to be seen on her upper deck during the entire engagement, which lasted an hour and a half. This vessel was struck and penetrated with eleven solid shot and shell, besides grape. I regret to have to report such severe loss—8 killed and 18 wounded, 2 dangerously and 6 seriously. The damage to the vessel is not very serious; to the machinery very slight. It is astonishing that we sustained so little injury, considering the length of time we were engaged and the number of heavy shot and shell that struck us. We were at no time, after rounding down, at a greater distance than 500 yards from the ram, and for 6 miles within 300 yards.

It affords me the greatest satisfaction to state that officers and men, without exception, displayed the greatest coolness and courage during the entire engagement, although our destruction at one time seemed inevitable. I must mention them by name: First Master Shaw commanded on the gun deck forward with his usual zeal and courage; Second Master Jefferson French, Third Master James Martin, and Fourth Master F. T. Coleman, commanding divisions, handled their guns with great coolness and precision as long as they could be brought to bear. Master's Mates [James M.] Walker and [Gilbert L.] Coleman displayed great coolness and gallantry. Chief Engineer Goble and his assistants, [D. A.] Weaver, Goble, [Oscar S.] Davis (killed), and Stephens, stood gallantly at their dangerous posts, although several shot passed through the engine room. Pilots Sebastian and Hiner displayed their usual coolness in handling the vessel under the very trying circumstances, and I think deserve the greatest praise. The former did not leave the wheel until he lost his arm, and the latter, although he had been relieved from the wheel on account of two wounds received early in the engagement, went back to the wheel and brought the vessel safely down, with the assistance of Pilot Smith (from the *Lancaster*), who deserves great credit for his coolness and judgment.

I must particularly call to your notice Gunner Herman Peters, who was in charge of the after rifle. Too much praise can not be given him for his conduct during the action, fighting his gun at one time for half an hour when almost suffocated by steam which was escaping from our damaged escape pipe. I would recommend him for promotion to master, as he has, on all occasions, displayed the greatest courage and gallantry.

Paymaster Coleman, who acted as aid and signal officer, displayed his usual coolness and bravery.

Assistant Surgeon Cadwallader was unremitting in his attention to the wounded. I would also mention the gallant conduct of Captain Lynn (who was killed early in the action) and his detachment of sharpshooters, who were detailed for duty on board of this vessel.

I have now to perform a duty which gives me no pleasure. Lieutenant [James M.] Hunter, who commanded the ram, behaved in a most cowardly and dastardly manner, basely deserting us without making an attempt to bring his vessel into action.

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

WM. GWIN,
Lieutenant, Commanding.

Flag-Officer CHAS. H. DAVIS, U. S. Navy,
Commanding Western Flotilla.

Killed and wounded on U. S. gunboat Tyler in engagement up Yazoo River, July 15, 1862.

Killed.—Oscar S. Davis, third assistant engineer; Thomas Jefferson Hood, seaman.

Wounded.—David Hiner, pilot, slightly; John Sebastian, pilot, lost left arm; A. H. Smith (of *Lancaster*), slightly; J. W. Holly, seaman, dangerously; J. T. Milford, seaman, seriously; Robert Williamson, seaman, slightly; James Hughes, seaman, slightly; James Morris, seaman, slightly; Richard Carter, coal heaver, slightly; Frederick Crosser, fireman, slightly; Stephen Tracy, seaman, slightly; James M. Walker, second assistant engineer, slightly.

Fourth Wisconsin Regiment, detailed for sharpshooters (twenty).

Killed.—Captain Lynn (commanding detachment), Company I; D. Bartram, private, Company E; E. Randall, private, Company B; L. Goodrich, private, Company K; A. Palmer, private, Company G; C. Shaffer, private, Company D.

Wounded.—C. Vanorman, Peter Tracy, W. Kent, Anson Ayers, J. Doyle, privates, seriously.

Thirteen killed, 34 wounded, 10 missing.

Abstract log U. S. S. Tyler, Lieutenant Commanding William Gwin, U. S. Navy.

July 14, 1862.—At 8:40 Captain Gwin left for flagship. At 12:10 Captain Gwin returned. At 12:55 Captain Gwin went away in the tug; 2 o'clock tug came alongside from flagship *Benton*, sent to borrow Captain Gwin's signal book; 2:40 the *De Soto* went up the river; 2:50 Captain Gwin returned; 3:30 took 15 barrels of pork.

From 8 to midnight: 8:10 Captains Gwin and Nichols came aboard; 8:15 Mr. Martin returned without sharpshooters; 8:25 went off again; 9:30 Captain Nichols; 10:15 Mr. Martin came alongside in a tug with Colonel Lynn and 20 sharpshooters.

July 15, 1862.—At 4 a. m. got underway, ran alongside of the *Lancaster*, and sent boat on board of her, which returned with a pilot. At 5 stood on up the river, followed by the ram *Queen of the West*, the *Carondelet* being ahead. Arrived at the mouth of Yazoo River at 5:45; stood on up. At 7 a. m. discovered a steamer standing down the river, at the distance of a mile, which proved to be the rebel ram *Arkansas*, and immediately opened fire on her with our bow guns, which was returned. The *Carondelet* about 1½ miles astern, and the *Queen of the West* about one-fourth of a mile. We commenced backing down the river, keeping up a fire with the guns that could be brought to bear. Finding that she was gaining on us

rapidly, we rounded downstream and stood for the *Carondelet*, which vessel was standing downstream, and took a position on her port bow, about a 100 yards distant, keeping up a continuous fire on the ram from our steamer, and an occasional fire from our broadside battery, the *Carondelet* having already opened on the ram with her stern guns.

About 7:30 the rebel ram closed with and struck the *Carondelet* and forced her against the left bank of the river, receiving a discharge from the stern guns. Standing past her she received the fire of the broadside guns and stood directly for us, at that time distant about 200 yards.

We then stood down the river at all speed, and managed to keep the ram from 200 to 300 yards distant from us, keeping up a rapid fire from our stern gun and an occasional discharge from our broadside batteries as we could bring them to bear, receiving the fire of her two bore guns and occasional discharge from her broadside batteries.

At 8:30 came within sight of the fleet, 8:45 rounded to under the stern of the *Essex*, delivering a broadside at the rebel ram as she was standing down past the fleet.

At this time the ram was receiving the fire of most all the vessels of our flotilla. She succeeded in passing the fleet and in reaching Vicksburg, although it is supposed with considerable damage. The ram was pumping a heavy stream of water from her side, 3 miles above the mouth of Yazoo River, until she passed the fleet.

The following are the casualties:

Killed belonging to the *Tyler*: Ordinary seaman S. Davis, third assistant engineer; T. Jeff Hood, seaman. Wounded: John Sebastian, pilot, left arm; David Hiner, pilot, slightly; A. H. Smith, pilot, slightly; J. W. Holly, coal heaver, lost right arm; J. T. Milford, R. Williams, seamen, seriously; James Hughes, James Morris, Richard Carter, Fred Crosser, and Stephen Tracy, seamen, slightly.

Killed belonging to detachment of Fourth Wisconsin Regiment, detached as sharpshooters on U. S. gunboat *Tyler*: Captain Lynn, Company I commanding detachment; D. Bartram, Company E; E. Randall, Company B; L. Goodrich, Company K; A. Palmer, Company G; C. Shaffer, Company D. Wounded: C. Vanorman, Company F, seriously; Peter Tracy, Company F, seriously; W. Kent, Company G, slightly; Anson Ayers, Company E, slightly; J. Doyle, Company K, slightly.

Total killed, 8; total wounded, 16.

For the last half hour of the engagement, the after part of the ship was full of steam, from the port safe pipe being out.

The vessel sustained no serious damage, although a good deal cut up, 14 shot striking her, 11 of which penetrated the vessel.

The gig was knocked to pieces and the dingey shot away. Lieutenant Hunter, who commanded the *Queen of the West*, behaved in the most cowardly and dastardly manner, basely deserting us without making an attempt to bring his vessel in action.

From 4 to 8: Captains Gwin and Irwin came aboard at 4:15, left 5:20. Mr. Peters brought aboard from the *Great Western* sixty 30-pounder Parrot rifled shot, and fifty cartridges. Captain Gwin returned with Captain Bishop. At 6:45 flag-officer of Farragut's fleet and part of Flag-Officer Davis's fleet got underway and stood

down the river. 6:30 Mr. Martin returned without men. At 7:30 sent over to the *Great Western* for pilot and engineer, but Captain Hamilton not being willing to let them come, Captain Gwin sent for him to come aboard; 3 firemen from the *Bragg* were sent aboard. At 7:45 heavy cannonading toward Vicksburg since 7 o'clock. 10 to 12 o'clock, large conflagration in Vicksburg.

Report of Commander Walke, U. S. Navy, commanding U. S. S. *Carondelet*, of engagement with the escaping ram

U. S. GUNBOAT *CARONDELET*,
Off Vicksburg, July 15, 1862.

SIR: In obedience to your orders, passed to me yesterday evening by Acting Fleet Captain Phelps, I got underway this morning at 4 o'clock and, in company with the U. S. gunboat *Tyler* and steam ram *Queen of the West*, proceeded up the Yazoo River upon a reconnoissance. We had reached about 6 miles up the Yazoo River when we discovered a formidable-looking rebel ram gunboat, since proved to be the celebrated *Arkansas*. The *Queen of the West*, *Tyler*, and *Carondelet* turned to retreat down the river to avoid being sunk inevitably, firing upon her with the bow, broadside, and stern guns. The enemy vigorously returned the fire from his bow guns while in pursuit, and had greatly the advantage of us, being thoroughly protected and having a very superior battery. We continued the fight one hour, when the *Arkansas* came up to run into us. I avoided her prow, and as she came up we exchanged broadsides, and she passed us immediately when we fired our bow guns fairly at her, which seemed to glance from her invulnerable stern. At this moment our wheel ropes were a third time cut away and we ran into the shore. Two shot holes were observed in her (the *Arkansas*'s) side, however, and her crew were pumping and bailing at the time, and one of her men was seen to be thrown overboard. We have received very extensive damages in our hull and machinery, having some thirteen effective shots through us. In the engineer's department 3 escape pipes cut away, steam gauge and 2 water pipes. In the carpenter's department about 19 beams cut away, 30 timbers, 3 boats cut up, deck pump shot away, and many other injuries to the vessel. We have some 30 killed, wounded, and missing. Quite a number of our crew jumped overboard when the steam escaped.

The gunboat *Tyler* sustained me through the fight in a very gallant and effective manner. We have 4 killed, 16 wounded, and 10 missing, who jumped overboard. I will enclose the detailed accounts of our carpenter and chief engineer as soon as I can have them made out. We expended about thirty 32-pounders, twenty-five 8-inch, six 30-pounders, and six 50-pounders solid shot, and six 42-pounders (70 pounders) 5-second shell. The officers and most of the crew behaved in a most gallant manner.

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

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

Flag-Officer C. H. DAVIS,
Commanding U. S. Naval Flotilla, Mississippi River.

List of killed and wounded and missing on board U. S. gunboat *Carondelet*, in her engagement with the rebel ram, July 15, 1862, H. Walke, commander.

Killed.—Charles Wiggins, Oliver Greggs, Charles Schein, Robert Gatley.

Wounded.—Edward E. Brennand, first master; Charles Whitney, James Whelan, George Medlam, George Daley, John Winne, William B. Rooney, John Stevens, Fredk. Klappan, Edward Robinson, John Moore, Joseph Vance, William Foster, F. Roberts, William Hughes, Carl Gottenburgh, William Montgomery, James Gunner, seamen.

Missing.—J. W. Bowers, William Theeman (drowned), Pat. Golden, Jos. Alverous, Thomas Carroll (drowned), John H. Corey, William Richards, Edward Murray.

Report of Commander Walke, U. S. Navy, commanding U. S. S. *Carondelet*, transmitting reports of damages to that vessel.

U. S. GUNBOAT CARONDELET,
Off Vicksburg, July 16, 1862.

SIR: I herewith respectfully enclose a copy of the carpenter's, chief engineer's, and gunner's reports of the damages received in their respective departments during our engagement with the rebel ram *Arkansas*. I would also state that there is now a deficiency in our crew of 52 men, from sickness, wounds, and deaths. If agreeable to your wishes, I would respectfully ask that a survey may be held upon the condition of this vessel.

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

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

Flag-Officer C. H. DAVIS,
Commanding U. S. Naval Flotilla, Mississippi River.

[Enclosures.]

Report of damages to the U. S. gunboat *Carondelet*, received on Tuesday morning, July 16, 1862, from the gunboat *Arkansas*.

Eight shot through her after casemate, 3 of which passed through the captain's cabin and wheelhouse, steerage cabin, lodging in bulkhead around the boilers. Two passed through starboard after ports, cutting away 2 deck beams and tiller ropes, and also the officers' quarters on port side, also several deck beams. Four shot on starboard side, cutting through iron plating and lodging inside. First cutter altogether broken up. Second cutter badly damaged. Third cutter slightly damaged. Three davits bent and one out of place. Spar deck smashed up aft, on starboard, quarter deck aft, hammock nettings on starboard side; and stanchions. Skylight damaged on spar deck.

Number of effective shots is 13.

Very respectfully,

THOS. CLARK, Carpenter.

Gunner's report of expenditures, July 15, 1862.

Cartridges: Thirty 32-pounders, twenty-five VIII-inch, six 50-pounders, six 30-pounders, six 42-pounders. Solid shot: Thirty

32-pounders, six 50-pounders, six 30-pounders, twenty-five VIII-inch. Five-second shell; Six 42-pounders.

Our 32-pounder cannon struck by enemy's shot on the swell of the muzzle, and spoiled 3 revolvers and 4 short artillery swords (lost by men jumping overboard).

Four boarding pikes broken by shot, 1 musket and 4 waist belts and plates by shot.

Shell-room lamp chimney broken by shot.

Sir, I am, very respectfully,

F. BEAUFORT,
Acting Gunner.

HENRY WALKE, Esq.,
Commanding U. S. Gunboat *Carondelet*.

Report of Captain Walke U. S. Navy, commanding U. S. S. *Carondelet*, transmitting abstract log for July 22, 1862.

U. S. GUNBOAT CARONDELET,
Mound City, September 4, 1862.

SIR: I herewith enclose a copy of the remarks in the log book of this vessel on the morning of July 22, 1862. Mr. Brennand, the first master of this vessel, and Mr. Deming, the pilot, were on the point opposite Vicksburg when the *Essex* passed the *Arkansas*. I was on the *Red Rover* and saw our fleet engage the enemy and the *Essex* pass out of gunshot below the rebel batteries some time before the firing between our fleet and the enemy had ceased.

The ways here are still occupied by the prize *General Price*, with most of the mechanics and laborers cutting off her upper works. The tugs are being hauled out and repaired on the remaining ways. The *Carondelet* is being repaired as fast as possible, but she will be detained longer than was expected, I fear. A large number of our officers and crew are still sick.

I beg leave to be considered an applicant for the ram *Fort Henry* or *Choctaw*, now being built at St. Louis.

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

H. WALKE,
Captain, U. S. Navy.

Commodore C. H. DAVIS,
Commanding, U. S. Naval Force, Western Waters.

[Enclosure.]

July 22, 1862.—From 4 to 8 a. m.: At 4, *Benton*, *Louisville*, *Cincinnati*, and *General Bragg* lying off the point above Vicksburg. At 4:15 *Essex* got underway and started down the river. 4:20, rams *Queen of the West* and *Switzerland* underway, the *Queen* going down the river. 4:30, fleet opened fire upon the rebel fortifications, *Essex* passing below the point. At 5, ram *Queen of the West* returning up the river; 5:15, firing ceased on both sides. 5:30, fleet returning up the river; *Louisville* came alongside of coal barge astern of us. *Benton*, *Cincinnati*, and *General Bragg* coming to an anchor in shoal water on the other bank of the river. *Essex* passed the batteries, and seen lying below the rebel batteries.

T. S. GILLMORE,
Fourth Master.

Order of Lieutenant-Colonel Ellet, U. S. Army, commanding ram fleet, to Lieutenant Hunter, U. S. Army, to proceed in the *Queen of the West* to cooperate against the ram.

STEAM RAM SWITZERLAND,
Above Vicksburg, July 14, 1862.

Lieutenant Hunter will proceed up the river in steam ram *Queen of the West*, in company with gunboat *Tyler*, as far as the officer of that boat deems it necessary to proceed for the purposes he has in view. He will take particular caution to keep his men all the time under cover, with rifles in hand, ready at any moment to return a fire from the enemy. He will keep his brass guns loaded, so that if an opportunity occurs he may throw a destructive fire into the enemy's ranks. He can not be too cautious about keeping his men under cover. Many valuable lives have been lost by allowing the men to expose themselves unnecessarily. He will, if the *Tyler* should be attacked by an enemy's ram, dash his boat to her rescue and make his boat serve the purpose for which it was designed by sinking the enemy's boat by running full speed right head on into her.

By order of Lieutenant Colonel Alfred W. Ellet, commanding ram fleet.

Letter from Lieutenant-Colonel Ellet, U. S. Army, to Flag-Officer Davis, U. S. Navy urging immediate attack upon the C. S. ram *Arkansas*.

STEAM RAM SWITZERLAND,
Above Vicksburg, July 20, 1862.

DEAR SIR: I have to apologize for the shot fired by my picket boat at your tug in Old River. I have only this morning had a full report of the affair. I regret exceedingly that such a mistake should have occurred, and feel great cause for congratulation that the shot was no better aimed.

Permit me to say, commodore, that I apprehend the continued existence of the rebel boat *Arkansas* so near us is exerting a very pernicious influence upon the confidence of our crews, and even upon the commanders of our boats, and in view of this state of facts it does seem to me that some risk should be incurred to insure her destruction and reestablish our own prestige upon the river.

I hope that you have given my proposition your careful consideration, and trust that you may not conclude that the risk of failure is too great to attempt its accomplishment.

I feel great confidence that, with united action, it may be made a complete success. I will myself command the boat that I shall select to run the *Arkansas* down, with a very small but carefully chosen crew, while if you and Commodore Farragut will vigorously attack the batteries I should feel that success would be sure to attend the efforts.

I send in charge of an officer some deserters from the rebel army, whose information may be of some value to you in training your mortars, as they seem to be posted in respect to the position of the rebel camps, etc.

Hoping to hear from you favorably as to the attempt to destroy the rebel boat *Arkansas*, and that you will excuse the freedom of

these suggestions from one whose experience is so slight as compared with your own matured judgment, I remain, with feelings of great respect, etc.,

Your very obedient servant,

ALFRED W. ELLET,
Lieutenant-Colonel, Commanding Ram Fleet.

C. H. DAVIS,
Flag-Officer, Mississippi Gunboat Flotilla.

Letter from Commodore Porter, U. S. Navy, to Brigadier-General Ellet, U. S. Army, requesting a copy of his report regarding the attack upon the C. S. ram *Arkansas*.

36 NINTH STREET, NEW YORK,
November 12, 1862.

GENERAL: I understand that you have made a report to the Department on the subject of attack on the rebel ram *Arkansas* under the batteries at Vicksburg on the 22d of July, last, and indirectly that it touches on the support rendered you and the *Essex* on that day by the fleet above Vicksburg. It would be a favor conferred if you would kindly oblige me with a copy of your report, and I would, with pleasure, if you desire it, send you a copy of mine to the Department. Exception has been taken to my statement that "I heard no response from the fleet," and inferences drawn that are ungenerous, which I believe your statement would clear.

Very respectfully, your obedient servant,

W. D. PORTER,
Commodore, U. S. Navy.

General ELLET,
Commanding Marine Brigade, Mississippi Squadron.

Letter from Brigadier-General Ellet, U. S. Army, to Commodore Porter, U. S. Navy, forwarding report as requested.

STEAM RAM SWITZERLAND,
Mound City, Ill., November 19, 1862.

SIR: I have to acknowledge the receipt of your letter of the 12th instant, and in reply to your request I herein enclose a copy of that part of my report to the Secretary of War which relates to my participation in the attack of the rebel ram *Arkansas* on the morning of the 23d [22d] of July. It will afford me pleasure to receive a copy of your official paper upon the same subject.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General, St. Louis, Mo.

W. D. PORTER,
Commodore, U. S. Navy.

Report of Lieutenant-Colonel Ellet, U. S. Army, regarding the attack upon the C. S. ram *Arkansas*.

U. S. RAM SWITZERLAND,
Off Vicksburg, July 23, 1862.

I have the honor to inform you that yesterday, in accordance with preconcerted arrangements made with Flag-Officers Farragut and

Davis, I, in the *Queen of the West*, made an attack upon the rebel gun-boat and ram *Arkansas*, lying under the batteries at Vicksburg. I regret to say that owing to a failure upon the part of the parties who were to cooperate with me in the attack, from some cause that is yet unexplained to me, I did not succeed, as I expected, in destroying the *Arkansas*. I did succeed, however, in striking her a very severe blow, and no doubt inflicted considerable injury upon her, but being unsupported by the *Essex* and *Sumter*, as I had been led to expect, and exposed alone to the united fire of all the upper batteries, I was obliged to draw off without accomplishing the full result anticipated.

The position that the *Arkansas* occupied was a very unfavorable one for my attack. I could not reach her vulnerable side without rounding partly, and thus losing much headway. The consequence was that she failed to receive the effects of a full blow. In making my retreat, most unfortunately for me, our gunboats had retired, and I had the undivided attention of all the enemy's batteries and sharpshooters that lined the river bank; the consequences were that the *Queen* was completely riddled with balls and very much damaged. Most fortunately no one was seriously hurt, though several were slightly wounded. I had taken the precaution to reduce my crew upon the boat to the smallest possible number of men by which the boat could be handled, and to this cause I attribute the fact that there was no loss of life.

I am compelled to send the *Queen* north to be repaired. She is so much damaged that she can not be put in order here.

My force is greatly reduced by sickness, so that I find it exceedingly difficult to keep my boats at all times ready for service. I have in a previous dispatch requested authority to make a detail of a larger military force, so as to man my howitzers and increase my guard. It will be necessary to keep part of my boats constantly traversing this river to disperse the guerrilla bands that are beginning to infest its banks. I should be glad to receive some instructions upon this subject from you.

I can not close this communication without bearing testimony to the cool, heroic bravery of all the officers and men on the boat during this hour of severe trial. To Lieutenant Hunter, of the Sixty-third Illinois Volunteers, I attribute in an eminent degree the final escape of the boat and all on board. His dauntless behavior is worthy of all praise. The engineers and pilots also can not be too highly commended. When the boat was full of steam, and of course so hot as to be scarcely endurable, with shells bursting, one in the pilot house, another in the engine room, with shot tearing the boat on every side, yet unflinching, every man stood to his post. It is with great pleasure that I bear this just tribute to their creditable behavior.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Lieutenant-Colonel, Commanding Ram Fleet.

Hon. EDWIN M. STANTON,
Secretary of War.

[Enclosure.]

Names of the officers and crew that engaged the rebel ram *Arkansas* on the morning of July 22, 1862:

Lieutenant-Colonel Ellet, commanding U. S. ram *Queen of the West*.
Edward C. Ellet.

Lieutenant James M. Hunter, second in command.

Peter Brown, first mate.

Martin Strimpe, second mate.

Alexander Ford, first pilot.

B. F. Rea, second pilot.

Rolla McKay, first pilot that volunteered, of *Switzerland*.

Jacob Lauber, first engineer.

John McCullough, second engineer.

Thomas Woods, third enginee .

John Skelton, fourth assistant engineer.

James Carr, assistant engineer.

Granville Roberts, engineer, volunteer, of *Switzerland*.

George Meffert, private, Sixty-third Regiment Illinois Volunteers.

David Glathart, private, Sixty-third Regiment Illinois Volunteers.

Thomas Jordan, private, Sixty-third Regiment Illinois Volunteers.

Charles Falconer, private, Sixty-third Regiment Illinois Volunteers.

Joseph Taylor, volunteer private.

William H. Nixon, deck-hand.

John Montague, deck-hand.

George Ball, colored fireman.

Timothy Harrison, colored fireman.

George Williams, colored fireman.

George Lee, colored fireman.

Allen Cook, colored fireman.

James Johnson, colored fireman.

Thornton Stewart, colored fireman.

Wilson Bartlet, colored fireman.

The coolness exhibited by Mr. Roberts in handling the engines prompts me to recommend him to your higher consideration as highly worthy of your confidence in any emergency.

There are other officers that deserve the highest praise, as the action of all my soldiers in all engagements, as in this, while on board the *Queen*, has been most satisfactory, always ready and willing to encounter the enemy.

JAMES M. HUNTER,
Lieutenant.

Letter of commendation from the Secretary of War to Lieutenant-Colonel Ellet, U. S. Army.

WAR DEPARTMENT, *July 31, 1862.*

Your dispatch of the 23d instant, relating to the engagement with the *Arkansas*, has just been received, and I have referred it to General Halleck, commander in chief, to give you instructions on the points desired. For your great gallantry I shall recommend you for nomination by the President as brigadier-general. You will return to Lieutenant Hunter and the gallant officers and soldiers and boatmen of your command the thanks of this Department. You will please make known to me anything that may be required by your

fleet, in order that it may be promptly supplied. The lamented death of your brother deprives the country of the full report expected from him, and I wish you would supply it.

EDWIN M. STANTON,
Secretary of War.

Lieutenant-Colonel ALFRED W. ELLET,
Steam Ram Switzerland, off Vicksburg.

Report of Commander Renshaw, U. S. Navy, commanding division of Mortar Flotilla, regarding operations against the ram.

U. S. S. WESTFIELD,
New Orleans, July 28, 1862.

SIR: On the 21st instant, Flag-Officer Farragut directed me to place the mortar schooners in position to open fire on the batteries at Vicksburg, instructing me at the same time not to commence the attack until the firing began from the upper batteries upon the steamers of Flag-Officer Davis's fleet, which I understood were coming down to engage them, while the ironclad steamer *Essex*, Commander W. D. Porter, would endeavor to destroy the ram *Arkansas*.

The mortar schooners were placed in the position they occupied during the former bombardments, on the west bank of the river, from 3,700 to 4,000 yards from the lower batteries. At 5 a. m. on the 22d they opened fire and continued throwing shells until the *Essex* had passed.

The ships of Flag-Officer Farragut not having taken positions to engage the batteries, I remained in the vicinity of the mortar schooners with the *Westfield*, ready to assist them should it be necessary.

At 5:45 I made signal to retire from action, and the schooners dropped down to their former position.

On this, as upon all other occasions when the mortars have been engaged, their fire was rapid and accurate, but the results were different, owing, I presume, to so few of them being engaged at a time when the enemy was putting forth his utmost energy to destroy the gallant *Essex*.

Respectfully, your obedient servant,

W. B. RENSHAW,
*Commanding Division of Mortar Flotilla,
operating with Western Gulf Blockdg. Squadron.*

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

Report of Flag-Officer Davis, U. S. Navy, regarding part performed by the vessels of his command in cooperation with the U. S. S. *Essex* and the *Queen of the West*.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 23, 1862.

SIR: In my communication of July 16, I mentioned the passage of Flag-Officer Farragut's fleet by the batteries at Vicksburg, with the double purpose of joining his fleet below and of destroying the

rebel ram *Arkansas* in passing. The latter object was defeated by the darkness of the night.

Yesterday morning, shortly after daylight, the *Benton*, *Cincinnati*, and *Louisville* attacked the upper batteries for the purpose of covering the *Essex* and the ram *Queen of the West*, both of which vessels went down and attacked the *Arkansas* in her place at the levee.

I transmit a copy of Commander W. D. Porter's report of the results of his engagement.

The ram *Queen of the West*, commanded by Lieutenant-Colonel Ellet, struck the *Arkansas* with sufficient force to do her some injury. Colonel Ellet behaved on this, as on previous occasions, with great gallantry.

The shot from the *Essex* did serious injury to the casemates of the rebel ram and gunboat.

I have the honor to acknowledge the receipt of the communications of the Department of the 14th and 15th instant.

Our mail boats from Cairo have been fired into lately, and a small extra boat put on for a special occasion is reported to have been burned.

My force at this moment is very much reduced. It is reduced in the most formidable manner by sickness and death. Of the 130 men of the mortar fleet 100 are sick and off duty. The crews of the gunboats are many of them reduced to one-half their number. I am in want of at least 500 men to fill up vacancies and render the vessels under my command efficient.

My force is also reduced by the absence of eight gunboats, three of which are guarding important points of the river, and five of which are undergoing repairs.

I have said that I am in want of 500 men to insure the efficiency of the flotilla. In this calculation I make allowance for the return to duty of many of the sick; but 600 men would not be too many to send to me. The most sickly part of the season is approaching; and the Department would be surprised to see how the most healthy men wilt and break down under the ceaseless and exhausting heat of this pernicious climate.

Men who are apparently in health at the close of the day's work sink away and die suddenly at night, under the combined effects of heat and malarial poison. The enemy, however, suffers a great deal more than we do. He counts 17,000 or 20,000 men on his rolls, but can hardly muster 5,000 in his ranks. To sickness are added, in his case, the want of hospital accommodations, the want of medicines, and the want of suitable food.

I learned that General Williams is about to move down the river. Should it prove so, it will be very unfortunate in its results. This is one of the points at which the cooperation of the Army is most essential.

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

C. H. DAVIS,

Flag-Officer, Commanding U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Porter, U. S. Navy, commanding U. S. S. Essex, regarding the attack upon the C. S. ram Arkansas.

ON BOARD GUNBOAT ESSEX,
Below Vicksburg, July 22, 1862.

SIR: I have the honor to inform you of the arrival of this ship below Vicksburg, Miss., and that we lost 1 man killed and 3 wounded. I delivered several shot into the rebel ram *Arkansas*, as I believe, with effect. I endeavored to strike her, but, as we approached, they let go her bowline and the current drifted her stem on; the consequence was this vessel only grazed her side, and ran with great force high on the bank, where she lay at least ten minutes, subject to a terrible fire from the shore battery. The officers all did their duty and with great coolness.

Permit me to draw your attention to Master Willie Coates, of only 14 years of age. This young gentleman volunteered to act as my aid; his conduct was, throughout the action, marked by great coolness and bravery. He has no connection whatever with the service, but I hope you will bring to the notice of the Navy Department the conduct of the little gentleman, as I think he has earned, by his loyalty, coolness, and bravery, an appointment at the Naval Academy.

I am, very respectfully, your obedient servant,
W. D. PORTER,
Commander.

Flag-Officer C. H. DAVIS,
Commanding Flotilla, Western Waters.

Letter from Brigadier-General Williams, U. S. Army, to Flag-Officer Davis, U. S. Navy, regarding proposed withdrawal of his command from near Vicksburg.

HEADQUARTERS SECOND BRIGADE,
Off Vicksburg, July 23, 1862.

MY DEAR SIR: I have the honor to acknowledge your communication of this date, asking me to suspend my movement down the river. If my instructions left me at liberty to stay, the reduction by malarious disease of my 3,200 in the last thirty days to some 800 would constrain me to go.

Permit me to speak of things as they are, and not as they have been. And let me always be the first man to assert the great and glorious and brilliant services of the Navy on the Mississippi; but is not the river becoming less and less open daily, and is not the necessity of a large land force as a *sine qua non*, daily more evident? For this object of opening the river, a small land force I have found to be only an embarrassment, fit only to excite expectation and fit only to disappoint expectation. If the blockade of the Mississippi be resolved on, permit me to say, I do not think it should take place at Vicksburg, but at the mouth of the river, and to include the mouth of its principal tributaries. I would tire out the spirit of secession, so excessive here, by the absolute cutting off of all trade, and the destruction of the corn crop. No interior blockade will suffice for this, for we have neither a navy large enough, nor can we have a navy large enough to blockade every important point; and

what then is the gain if every transport continues to require the convoy of a gunboat? I have mentioned my instructions and the alarming condition of the health of the troops as among my reasons for immediate removal down the river, but I have not forgotten that General Butler's division, with all his brigades, is a small one for holding New Orleans and Baton Rouge.

The laying of a rail track across the bend and a new cut-off, I confess, were among my projects, but I was afraid my remaining 800 might get into hospital or elsewhere.

That I should feel highly honored to be associated with yourself in any work for the benefit of my country, believe me, but my conviction is not less fixed that the force under my orders demands speedy removal from this malarious place. In health they may attempt much; in disease they can do nothing.

Most respectfully, and truly, your obedient servant,

T. WILLIAMS,
Brigadier-General.

Flag-Officer C. H. DAVIS,
Commanding U. S. Naval Forces, Western Waters.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, suggesting measures to prevent the capture of mail bags.

U. S. S. HARTFORD, *July 23, 1862.*

DEAR FLAG-OFFICER: Would it not be well to load our mail bags with lead, and give the person who takes them in charge instructions to throw them overboard in case of capture, destruction, etc.?

Very truly, yours,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Flag-Officer C. H. DAVIS.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, referring to the Confederate gunboats *Webb* and *Music*.

FLAGSHIP HARTFORD,
Vicksburg, July 23, 1862.

DEAR FLAG-OFFICER: I have made the following notes for your information which may be of service to you.

I also enclose some newspapers with paragraphs marked in crayon.

I will destroy all the flatboats, etc., and will seize the ferryboats as I go down the river. -

There are two gunboats, the *Webb* and *Music*, up the Atchafalaya River. The former is a powerful and fast tug, mounting from two to five guns of from 12[-pounder] to 30-pounder caliber; she was built in New York. The latter I do not think has any guns, but carries a number of riflemen.

The rebels are continually crossing provisions, troops, and lead from the western to the eastern shore of the river, by means of the ferries and of flatboats. The principal point of crossing is at Colonel Ackland's [or Acklin?] plantation, just above Red River.

There are two steamers, the *Vicksburg* and *General Quitman*, up the Black River.

Very truly, yours,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Flag-Officer CHAS. H. DAVIS,

Commanding Western Flotilla.

Letter from Flag-Officer Davis, U. S. Navy, to Brigadier-Generals Curtis and Wallace, U. S. Army, requesting that communication between the river above and below Vicksburg be maintained.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 23, 1862.

GENERAL: I have been informed that General Williams, who now has possession of the neck of land which opens a communication between the Mississippi River above and below Vicksburg, is about to move with his brigade to New Orleans.

I take the liberty to represent to you that this communication will be thus cut off to the great injury to the public service, and to beg the assistance of a portion of the troops under your command to preserve it.

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

C. H. DAVIS,

Flag-Officer, Commanding U. S. Naval Forces, Western Waters.

Generals CURTIS AND WALLACE.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, regarding measures for obtaining coal and provisions.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, July 24, 1862.

SIR: If Commander Porter, with the *Essex* and *Sumter*, goes down with us to Baton Rouge they may find coal enough on the way down and at Baton Rouge to supply their wants for a short time. I can have coal and provisions sent up to them from New Orleans, as there are no batteries between the two places, but light artillery may be placed upon the banks anywhere, and if the supply vessels should be stopped from passing up and down, the troops and vessels at Baton Rouge will be compelled to drop down to Carrollton, just above New Orleans. I mention these facts that you may know the exact state of the case. There is no place where Commander Porter and the *Sumter* could be more profitably employed than at the mouth of Red River, if they have to go below. The only difficulty is to get supplies up from New Orleans. The enemy is passing over all his army supplies from Texas by way of Red River.

I am, sir, respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Flag-Officer CHAS. H. DAVIS,

Commanding Western Flotilla.

Letter from Flag-Officer Davis, U. S. Navy, to Flag-Officer Farragut, U. S. Navy, referring to the duty originally intended for the U. S. steamers *Sumter* and *Essex*.

U. S. FLAG-STEAMER BENTON,
Off *Vicksburg*, July 24, 1862.

MY DEAR FLAG-OFFICER: I am very much obliged to you for your two kind letters of yesterday, and for the Jackson newspaper containing scraps of information which I hope some of these days to turn to account.

I always had it in contemplation when I let the *Sumter* and *Essex* go down that they should remain below to create the blockade in your absence. But I counted then upon the support of the army to keep open the communication between the two branches of the flotilla. That taken away it will be necessary for the *Essex* and *Sumter* to coal and provision at Baton Rouge. I shall consign to Captain Porter the charge of that part of the river which lies between Baton Rouge and Vicksburg.

I do not think there is anything else you can do of a public nature, and for the offer of your private service I beg you to accept my sincere thanks.

The embarrassment of my present situation is one of the vicissitudes of war. We are having a dark hour like those who have gone before us. Our trust is in God and the justice of our cause.

May the best success attend you in all your undertakings.

As ever, truly, yours,

C. H. DAVIS.

Flag-Officer D. G. FARRAGUT, U. S. Navy,
Comdg. Western Gulf Blockdg. Squadron, below *Vicksburg*, Miss

Order of Flag-Officer Davis, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. *Essex*, to coal at Baton Rouge, in view of the cutting of communication.

U. S. FLAG-STEAMER BENTON,
Off *Vicksburg*, July 24, 1862.

SIR: Mr. Foster, master's mate, has arrived on board and communicated to me the information you sent by him that Flag-Officer Farragut and General Williams go down the river to-morrow.

Since the communication between us will be cut off by these movements you will be obliged, taking the *Sumter* with you, to go to Baton Rouge for coal and provisions.

Prolong your stay below the town as far as possible, and return with the *Sumter* for the blockade after taking in supplies.

Very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Commanding U. S. Naval Forces, Western Waters.

Commander W. D. PORTER, U. S. Navy,
Commanding Gunboat *Essex*, Mississippi River.

Order of Flag-Officer Davis, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. Essex, assigning him to duty between Baton Rouge and Vicksburg.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 24, 1862.

SIR: In my letter of instructions yesterday I informed you that it would be necessary that you and the *Sumter* should obtain supplies of coal and provisions at Baton Rouge.

I have now to say to you more particularly that I wish you to consider under your particular charge that part of the river lying between Baton Rouge and Vicksburg, and also to keep a careful watch over the rebel gunboat *Arkansas*.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer.

Commander PORTER, U. S. Navy,
Commanding Gunboat *Essex*.

P. S.—Since writing the above I have received your letter of this morning.

If necessary you must proceed to New Orleans for supplies, and, bringing extra coal and provisions with you to Baton Rouge, which you will make your depot, you can cruise between that place and Vicksburg for the object above mentioned. Your services in your present position are indispensable, and your responsibilities very great. I can not entertain for a moment your proposition to go to St. Louis in this emergency.

C. H. DAVIS,
Flag-Officer.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. Essex, regarding the use of signals if attacked by the ram.

U. S. FLAGSHIP HARTFORD,
Vicksburg, July 24, 1862.

DEAR CAPTAIN: If you drop down with us you had better follow as the rear guard, and if you see the ram following you, you must hoist No. 5 in the daytime and two red lights, if you have them, otherwise two white lights, perpendicular, by night, and the ships will round to, to support you. Send the same word to Captain Erben, of the *Sumter*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

Commander W. D. PORTER,
Commanding U. S. S. *Essex*.

Report of Flag-Officer Davis, U. S. Navy, regarding the cause of the withdrawal of Brigadier-General Williams, U. S. Army.

FLAGSHIP BENTON,
Above Vicksburg, July 25, 1862.

SIR: The surgeon of this vessel sent me this morning the enclosed letter.

Flag-Officer Farragut and Brigadier-General Williams went down the river yesterday. When I urged the latter to stay to keep open the communication above and below Vicksburg, he replied that of 3,200 men brought here by him, only 800 were fit for duty, the other three-fourths of his command had died, or were in the hospital with fever. Sometimes as many as ten died in a day.

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

C. H. DAVIS,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Brigadier-General Williams, U. S. Army, regarding the return from Vicksburg to Baton Rouge of the force under his command.

HDQRS. SECOND BRIGADE, DEPT. OF THE GULF,
Baton Rouge, La., July 26, 1862.

CAPTAIN: Convoysed by Commodore Farragut's fleet, the troops which left here with me for Vicksburg June 20 arrived here this morning and afternoon, numerically little reduced by disease, effectively greatly so. A return will be transmitted as early as practicable.

Without attaching undue importance to rumors of attack upon this position, I shall take such measures of military security as may suggest themselves to be necessary, avoiding unnecessary exposure or fatigue to the troops.

* * * * *

Respectfully, etc.,

T. WILLIAMS,
Brigadier-General, Volunteers.

Captain R. S. DAVIS,
Assistant Adjutant-General.

Letter from Lieutenant Phelps, U. S. Navy, commanding U. S. S. Benton, to Flag-Officer Foote, U. S. Navy.

U. S. FLAG-STEAMER BENTON,
Mississippi River, July 29, 1862.

MY DEAR SIR: I had the great pleasure to receive your letter of the 19th instant this morning, and I am most grateful to you for it. I am attempting to answer it under difficulties, having a felon upon the forefinger of the right hand. I am very glad to hear of your improved health and that the foot is mending. Count the months over since you were wounded. Does it not seem an age? And all so different now from what we "hoped for" after the fall of Donelson.

Even at the risk of annoyance to you, I intend, provided my hand does not prove your friend by giving me too much pain, deliberately to write a very, very long growl, feeling well assured that your interest in the flotilla will, in the end, excuse my persecution. Things have happened that will create "talk," and I desire that you, at least, should know where the "old command" stands, sadly scattered, and

shattered though it may be. I wrote to you a short time since, which letter, I believe, shared the fate of the *Sallie Woods*, fired into and burned on her way up to Memphis. Should I be mistaken, you will know why I go back over most of our stay at Vicksburg.

Before we ever went down, a plan had been made by Flag-Officer Davis for an expedition up the Yazoo River, intending to destroy the enemy's vessels there, and especially the gunboat *Arkansas*. From the time of arriving at Vicksburg till the feat was finally accomplished, Commander Farragut proposed daily to run back past the batteries to join his vessels below, and from whence he had no manner of business even to have come up. This kind of talk rendered it (Farragut being senior) impossible for Commander Davis to send the force necessary up the Yazoo, as the flotilla was expected to draw the fire of the upper batteries while the lower fleet should be passing. Refugees brought very contradictory reports about the *Arkansas*, but Commander Davis, seeing that the lower fleet remained quietly above, resolved upon a move up the Yazoo, and first dispatched a reconnoitering force to ascertain the strength of the batteries covering the obstructions and to learn generally what force to send up. The *Tyler* and ram *Queen of the West* were to go on this reconnoissance, while the *Carondelet* should go up to the mouth of Old River and remain till the return of the first two. The boats left here at 4 a. m., and before 6 a. m. began firing as we supposed on guerrillas, bushwhackers, or the like. We, however, soon ordered steam up. It appears that the boats met the *Arkansas* very soon; that she had a few minutes fight with the *Carondelet* at close quarters, in which she (*Arkansas*) seems to have got holes below water line, as they were seen pumping and bailing, and that after shoving the *Carondelet* on shore she pushed on, now using her two bow guns with effect on the old *Tyler's* square stern at some 200 yards distance. Gwin made a good fight. The ram *Queen* ran away in the beginning of the firing. They were soon down upon us. Not one of the lower fleet had fires kindled. The old *Benton* smoked vigorously; still there was not steam to move her huge hulk, and other vessels had so crowded about us that we could not slip and drop down with the current till such time as steam was ready, and by the time we began to move the rebel was a mile below. He had received the fire of Farragut's fleet, scarcely one doing harm except the *Richmond*, Captain Alden, whose broadside made the iron fly splendidly, whole bars going up 20 feet in air. It was hard times with the rebel, evidently. None of his shot hurt anyone on board the vessels at anchor or did damage worth mentioning. One cut away a stanchion for us and left its trace on the back of my sack coat. So much for the favors of my friend [Isaac] Brown. We followed the *Arkansas* down till fired upon by the batteries. She had escaped. It is a singular fact that a deserter reached Commander Farragut at 10 o'clock at night, telling him that she was coming the next morning. Nothing was said to us; no preparations made. Flag-Officer Farragut, soon after the escape of the *Arkansas*, boarded us, when we lay near the upper batteries, full of going down immediately to destroy the rebel with his fleet—going off at once; couldn't waste a moment. We, however, dropped down again to engage the batteries that he might see the new positions, etc., taken. We then had 1 man killed and the cabin staterooms knocked to pieces. We had before had 2 wounded. Our weak stern was, of course, presented to the batteries. It was

very justly urged upon Commander F. that he would do better to wait till near sundown to make his passage down with the fleet, when the sun would be in the enemy's eye, but it was hard to dissuade him from his bent for desperation in destroying the *Arkansas*. It was settled that we, at 6 o'clock, would engage the upper batteries while the lower fleet was passing, which would leave ample daylight for them to see the rebel gunboat, which is painted an earth color, not distinguishable at night. Anchors were suspended from main yards and grapplings from the crossjack yards; in short, most elaborate preparations made for the advantage of the rebel intruder, and none could doubt of its immediate destruction. Our grand ram, the *Sumter*, was loaned for the occasion. At 6 o'clock we were underway, and while the sun still blazed in its glory were again in hot exchange of compliments with the enemy's battery of six rifled 6-inch guns. No vessels of the other fleet moved yet, and for three-quarters of an hour we were still watching to see them come. At last, as the twilight began, they started, and we even could scarcely tell when the foremost vessel passed the upper battery and saw nothing of the hindmost ones. The thing was a failure. We had no need of reports from below to tell us that. The next day Flag-Officer Farragut writes:

"I am going up this evening to attack that fellow, and I shall continue to attack him till I have destroyed him or my whole fleet is destroyed." How anxiously we listened for the opening guns, still only for disappointment. The night came and passed away, its air undisturbed by a sullen sound. The next day there were still threats of destruction to the horned enemy, and this kind of thing went on till finally the *Essex* and ram *Queen of the West* made their attempt. This was against Commander Davis's judgment and entirely a plan of Commander F.'s. He had apparently only been restrained by our commander and some of his officers, who incessantly watched him, from taking his vessels up under those formidable batteries for the destruction of the one ram. How long were we at Fort Pillow with a dozen of them lying about? The commander himself came up, spent most of the day with Commander Davis, and matured a plan of attack, which was this: The *Essex* and ram *Queen* were to go down and attack the *Arkansas* at daylight next morning, we covering them at the upper batteries, while the lower fleet should attack the lower batteries and prevent their firing with effect on the attacking boats. The *Sumter* was also to go up to assist in the attack on the rebel. Commander Farragut insisted, however, on going up to attack the *Arkansas* with his vessels, passing the lower batteries to do so, but was urged not to do so by Commander Davis. The rebel lay between the upper batteries all that day and all night. At 10:30 o'clock p. m., an officer arrived from the lower fleet with a note (from F.), saying that the rebel was between the upper batteries, and did Commander Davis think it advisable that Commander Farragut's fleet should pass the lower forts to go up to attack him. Observe that passing those forts was not a part of the plan, and only a pet idea of Commander F.'s, frequently declared to be his view and intention, though not approved by others, and that the rebel still lay where he had been for twenty-four hours. This note was answered frankly, and without caution, to the effect that the vessels attacking the rebel (*Essex*, *Queen*, and the *Sumter* from below) could destroy the craft or drive him up or down stream to the one squadron or the other, and that

passing the lower forts was not necessary; that such was the understanding had. Morning came, we engaged the upper batteries, the *Essex* and *Queen* in due time passed down. No guns from the lower fleet could be heard. We continued to listen in vain, and our hearts again grew heavy. Our two vessels, unsustained, could not endure the fire of both batteries and rebel gunboat. The rebel fire was very heavy. Presently the *Queen* came up badly shattered. She had struck the rebel, but not effectively, and in the terrible fire upon her could not renew the attempt. The *Essex* had poured her fire into the enemy, but in the swift current could not be managed well enough to lay by the fellow, enduring the while the terrible raking fire of those lower batteries as well as of the others. The lower fleet was at anchor, the *Sumter* not to be seen. It is a fact worthy of notice that when the *Queen* struck the *Arkansas* half the crew jumped overboard. The *Essex's* shot made big holes in her sides and cries were heard inboard. No explanation was made of the failure of the lower fleet to do its part in this attack. The *Sumter's* orders required her to wait till that fleet should open upon the lower batteries, which was to have been simultaneous with our fire upon the upper works, when she was to push up to the attack. Erben waited vainly for the concerted signal. I enclose copies of the two letters I have referred to. I am told that Commander Davis's letter was construed as a request to make no attack on the lower batteries. Knowing the plan, as I have described it to you, however imperfectly, is it possible to render it in that manner? Can a gallant man so construe it? Could a man who has (?) to be held back with curb and checkrein so read it? It was no part of the plan to pass those batteries, but to attack them, at 1,200 or 1,500 yards, from below. The whole thing was a fizzle. Every day we heard great things threatened only to realize fizzes. I fear that both S. P. Lee and Palmer had too much influence with Commander Farragut in the matter of the attacks on the *Arkansas*, but that does not excuse his "great talk and little action." I tell you, my old commander, I would rather have your little finger at the head than he who led the attack at New Orleans. My growl is done. The lower fleet left, not a vessel sunk in the flourish of so much talk about destroying the *Arkansas* or being destroyed. The land force also left. Of 3,200 men only 800 remained on duty. It now became proper to consider the state of the flotilla and what it could effect. Five of the thirteen vessels were undergoing repairs; two of them had got below Vicksburg uselessly in the failures of the lower fleet and, of course, could not get back. Of the six remaining vessels, one is at Fort Pillow, another at Memphis, and four with us. Evidently we could do nothing with Vicksburg without a land force. Forty per cent of our people were already sick with the fever. General Curtis had been forced from the interior of Arkansas back upon the Mississippi at Helena, and evidently is pressed by superior numbers. Our vessels on the river were being fired into at various points by field batteries. We had no gunboats with which to convoy, or even to keep open communications. No good could arise from remaining where we were, but cooperation with General Curtis offered a field, and the climate, at the same time, would no doubt be beneficial to our numerous sick. Evidently our vessels were soon to be entirely disabled by sickness if we should remain where we were. For these reasons we are now on our way up to Helena, Ark.

However much this long letter may bore you, I trust you will give me credit for persistence, at least, for writing. It has been a painful undertaking. I feel keenly what reflects upon the flotilla. The escape of the *Arkansas* is very annoying. It should, however, be remembered that it was impossible to keep steam up to 120 or 130 pounds in that hot climate and with our sick people. We always had 30 to 60 pounds steam, while the lower fleet put out fires.

I have read with great interest your speech at New Haven and your published letters. You have planted yourself firmly in the hearts of the people, and I have not a doubt that you will always be foremost there. When will you go to Washington? I beg you will remember me most kindly to Mrs. Foote. Do not forget the flotilla when you get to have the cares of the Bureau upon your hands. I am ever mindful of the debts I owe to your friendship, and trust I shall not prove unworthy to retain my place in your esteem in future years.

Respectfully, and most truly, yours,

S. L. PHELPS.

Flag-Officer A. H. FOOTE, U. S. Navy,
New Haven, Conn.

P. S.—Enclosed is a duplicate draft for \$30.90, the amount due you for rations. I think the original was in mail on board *Sallie Woods*, destroyed by enemy.

Report of Flag-Officer Davis, U. S. Navy, preferring charges against Commander Porter, U. S. Navy, of misstatement of facts and calumniating his commander in chief.

FLAGSHIP EASTPORT,
Helena, September 12, 1862.

SIR: I see in the newspapers an official report, dated August 1, addressed to you by Commodore (late Commander) W. D. Porter, containing—

1. A statement (which is correct) that I had determined to get underway on the morning of the 22d of July, and when within range to bombard the upper batteries of Vicksburg; and

2. That Commodore Porter got underway that morning and passed the *Benton*; and that when the enemy's upper batteries opened upon him, he heard no response at the time from the fleet.

The inference to be drawn from this latter statement is that neither the *Benton* nor any other of the vessels under my command got underway that morning; and, further, that neither the *Benton* nor any part of my squadron engaged the upper batteries at the time the *Essex* passed them, according to the instruction and the plan of proceeding furnished to him the preceding day.

An event witnessed and participated in by several hundred officers and men can not, in the simplest outline of the facts, be the subject of misunderstanding, however much it may be obscured or misrepresented in the circumstances of detail. I charge Commodore (then Commander) Porter, in his statement of the conduct of the *Benton* and of other vessels of the squadron on that day, with a misstatement of facts, so well known, so directly observed and actively participated in by hundreds of people, that this statement

can not be regarded as otherwise than deliberate; and I also charge him with calumniating his commander in chief.

Very respectfully, your most obedient servant,

C. H. DAVIS,

[Commodore, U. S. Navy, Commanding Mississippi Squadron.]

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Porter, U. S. Navy, commanding U. S. S. *Essex*, regarding the engagement of that vessel with the C. S. ram *Arkansas*.

U. S. GUNBOAT *ESSEX*,
Off Baton Rouge, August 1, 1862.

SIR: Permit me to draw your attention to some facts relating to this ship running the blockade at Vicksburg. These facts will relate principally to the manner in which she is plated, but in their detail it will be necessary to enter into a statement of all the circumstances connected with my running the blockade.

At 6 a. m. on the morning of the 15th of July we heard heavy firing up the Yazoo, and as I had the evening previously taken on board two deserters from Vicksburg who had stated that the *Arkansas* ram was ready to come down the river (they were sent on board the flagship *Benton*), I suspected this vessel was making her way down, and I prepared for action. I beg to state that on my passage from Cairo to Vicksburg my port boiler had burst one of the bottom sheets, and we were repairing it at the time herein mentioned. At 8 a. m. the U. S. gunboat *Tyler* came out of the mouth of the Yazoo, closely followed by the rebel ram. The former passed down and took refuge behind this vessel, as well as some other rams belonging to Colonel Ellet's fleet. As the *Arkansas* passed I discharged at her seven guns, striking her three times; one of my shot penetrated her iron covering and did considerable damage, but recovering she passed on, the *Benton* getting underway and following her some distance down the river. She, however, reached in safety the batteries at Vicksburg. It was now determined by the two commanders in chief to make some effort to destroy the ram, and hence, on the evening of the same day the *Arkansas* passed the upper fleet, Flag-Officer Farragut, with the New Orleans fleet that had previously attacked the Vicksburg batteries, coming upstream, concluded to run the blockade, and while going down try to sink her. The flagship *Benton*, with the gunboats *Louisville* and *Cincinnati*, accompanied his fleet to within range of the forts, but the destruction of the ram was not accomplished.

Flag-Officers Farragut and Davis, with myself, on the 21st, held a council of war on board the *Benton*, and I volunteered the services of the *Essex* to make an attempt to destroy the ram, and the following programme was agreed on: That on the morning of the 22d, precisely at 4 o'clock, the whole available fleet under command of Flag-Officer Davis was to get underway, and when within range to bombard the upper batteries at Vicksburg; the lower fleet, under Flag-Officer Farragut, was to do the same, and attack the lower batteries; the *Essex* was to push on, strike the rebel ram, deliver her fire, and then fall behind the lower fleet.

On the morning herein stated I got underway and passed the *Benton*. Flag-Officer Davis hailed me and "wished me success." I now pushed on, according to my understanding of the programme, and precisely at half past 4 a.m. the enemy's upper batteries opened upon me, but I heard no response at this time from our fleets. I arrived at the ram, delivered my fire, and struck her; the blow glanced, and I went high on the river bank with the bows of the ship, where I lay ten minutes, under three batteries of heavy guns. I backed off and loaded up. The enemy had drawn up three regiments of sharpshooters and several batteries of field pieces, ranging from 6-pounders to 24-pounders. I found it impossible, under these circumstances, to board the rebel boat, though such was my original intention. After I delivered my fire at but 5 feet from the ram, we distinctly heard the groans of her wounded, and saw her crew jumping overboard. She did not fire a gun after we had delivered ours, and I have since seen in the rebel papers that they admit a loss of 18 killed and 35 wounded. We knocked a very large hole in her side. At this time I began to look for aid from the fleets, but without result. I ordered the pilots to get the *Essex's* head upstream, with the intention of holding on until the lower fleet came up, and then make another attack on the ram. At this time I was under the guns of three batteries, one of which was not over 100 feet off. A heavy 10-inch shot from the nearest battery struck my forward casemate, about 5 feet from the deck, but fortunately did not penetrate. A rifle 7½-inch shot from the same battery struck the casemate about 9 feet from the deck. It penetrated the iron, but did not get through, though so severe was the blow that it started a 4-inch plank 2 inches and 18 feet long on the inside. A conical shell struck the casemate on the port side as we were rounding to; penetrated the three-quarter-inch iron, and came halfway through the wooden side. It exploded through, killing 1 man and slightly wounding 3. A small piece grazed my head and another piece tore the legs of the first master's pantaloons.

I had now been under fire for upward of an hour, and thirty minutes of the time from 80 feet to 100 yards of some of the enemy's heaviest batteries. I still looked for the arrival of the lower fleet, but saw nothing of it. I held on for a short time longer, but the enemy began to fire with such rapidity and we were so close that the flashes of his guns through my gun holes drove my men from the guns. At last, through the smoke, I saw the lower fleet nearly 3 miles off and still at anchor. Seeing no hope of relief or assistance, I now concluded to run the gantlet of the enemy's lower forts and seek an anchorage below the fleet. I therefore reluctantly gave the order to "put her head downstream;" but I was determined to be in no hurry. They had now plenty of time to prepare, and so rapid was their fire that for half an hour the hull of this ship was completely enveloped in the heavy jets of water thrown over her by the enemy's shot, shell, and rifle balls. The Department may have some idea of the amount and number of shot, shell, plugs, and rifle missiles thrown at this vessel, when they are now informed we were two hours and a half under fire of 70 heavy guns in battery, 20 fieldpieces, and 3 heavy guns on board the ram. During that time this vessel was heavily struck 42 times, and only penetrated twice. This fully proves the admirable character of the iron plating,

as the thickest iron was but an inch, with 1 inch of india-rubber beneath, according to my method, now patented.

I still hope an opportunity may yet be given me to make a second attempt to destroy the *Arkansas*, as I believe it can be done, and I am ready and can do it.

Very respectfully, your obedient servant,

W. D. PORTER,

Commanding Division of the Fleet in the Western Waters.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Farragut, U. S. Navy, criticising the report of Commander Porter, U. S. Navy, commanding U. S. S. *Essex*.

No. 195.]

FLAGSHIP HARTFORD,
Pensacola Bay, September 11, 1862.

SIR: Although as a general thing I avoid noticing anything published by letter writers, I am constrained to try and avert as far as possible false impressions being made upon the Department by them.

Some of my friends have suggested to me the propriety of informing the Department of the correct version of the attack on the ram *Arkansas* at Vicksburg by the ironclad *Essex*, in which "we failed to comply with our part of the programme."

The facts were these: The ram was anchored above the town under the two upper forts. Flag-Officer Davis felt confident of being able to destroy her or force her down upon us, in which case I was to take care of her, and I felt the same ability to destroy or capture her.

Commander Porter desired the whole credit, and said she was his special prize, and he would therefore take or destroy her. This arrangement was accordingly made; the upper fleet was to support the *Essex*, which, together with Colonel Ellet from above and the *Sumter* from below, she having passed down with the lower fleet, were to run at the ram, and, as you will perceive from Flag-Officer Davis's letter of the evening before (copy herewith enclosed), the lower fleet were to have no share in the affair until the ram was driven down to us, and the *Sumter* was expected to "do her whole duty" by "ramming" the *Arkansas*. This I fully impressed, verbally, upon Captain Erben, and told him to take his station at the point above, ready to attack as soon as the *Essex* made her appearance, but he failed to take his part, and never gave me any explanation. He may, however, have rendered some account to his commanding officer. The Department will bear in mind that the turn in the river prevented us from seeing anything-until the *Essex* reached the ram, and that we were also unable to see how far the upper fleet was assisting in the attack. We saw the *Essex* run in and deliver her fire at the ram, but could not tell that the *Essex* was ashore, for the smoke from the forts obscured both vessels until we saw *Essex* instead of the *Arkansas* standing down the river. The time occupied from the firing of the first shot until the *Essex* rounded to alongside of us was forty-nine minutes. The *Essex*, although she passed through a perfect shower of shot and shell, was struck, as far as I could perceive, only three times, and had 1 man killed.

The published report of Commodore Porter (hereto appended) is a most extraordinary document. All our vessels were underway and ready to assist, had I supposed it necessary. That Commodore Porter wished the whole credit, and would only desire our assistance in case of urgent necessity, was fully shown by his orders in the final attack on the *Arkansas*. When I reprimanded the commanders of my gunboats for not attacking the *Arkansas*, they informed me that Commodore Porter sent them back, and said he only wished them to be within supporting distance, but did not wish them to attack the *Arkansas*.

I do not object to Commodore Porter's desire to win his promotion, for the exploits of my brother officers always give me pleasure, but I do object to his throwing any share of his failure on me, when I feel assured that it was caused by the unmanageableness of his vessel, as he himself acknowledged to me, both at the time and since, at Baton Rouge.

Hoping this will prove satisfactory to the Department, I am,
Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Davis, U. S. Navy, regarding the proposed withdrawal of the forces from Vicksburg, and stating his reasons for the same.

FLAG-STEAMER BENTON,
Helena, August 1, 1862.

SIR: In my last communication, dated July 25, and written from the anchorage above Vicksburg, I had the honor to inform the Department that Flag-Officer Farragut and Brigadier-General Williams had gone down the river, the forces of the latter being prostrated by sickness.

The departure of General Williams rendered it necessary that I should abandon the position I then held, because it gave the enemy possession of the point from the canal down. In making this canal, General Williams used it as a means of defense by constructing a continued breastwork and rifle pit on the lower border, and an angle on the upper border to enfilade the canal where it was crossed by the levee.

This levee, distinguished as the new levee, formed in itself a convenient breastwork. It was no longer safe for the hospital, commissary, ordnance boats, coal and ice barges, mail boats, etc., to lie at the bank. I therefore moved up with my whole command to the mouth of the Yazoo.

When I sent the *Sumter* and *Essex* below the batteries, I was prepared for Flag-Officer Farragut's leaving, but I had no idea that General Williams intended to abandon his position. I expected to maintain uninterrupted communication with these vessels across the neck, and employ them in blockading the town from below. But now, the army having gone, these vessels must go to Baton Rouge or New Orleans for their supplies, and are permanently separated from my command.

In my dispatch of the 23d ultimo I informed the Department that several of our mail boats from Cairo had been fired into, and one sunk. It now appears that the communications in my rear were so seriously threatened that they could only be kept open by gunboats, and the three light and fleet gunboats are all undergoing repairs at Cairo.

Information of a reliable and circumstantial character came to me that wagons, etc., had been called in to transport guns from the Yazoo to the vicinity of Islands No. 92 and [No.] 94. I learn from the captains of the mail boats that flying artillery had been taken from bank to bank on the great bends of the river, and used twice on the same vessel. Light guns and muskets in the hands of guerrilla bands had been fired into our unarmed vessels from several points between Carolina Landing and Gaines Landing. The same thing is said to have occurred near Napoleon. Thus my supplies, as well as mails, were cut off, unless sent under convoy.

We have been repeatedly told that General Price was crossing from Mississippi into Arkansas, to make a junction with General Hindman.

I have already spoken in a previous dispatch of the alarming extent to which the efficiency of the few vessels remaining with me has been reduced by the endemic fever, and also transmitted a report of the surgeon on this subject.

Having maturely considered all the circumstances just recited, I determined to leave Vicksburg, where my own force, unaided and very much encumbered, could be of no further service; to close up my lines, now too extended; to open again the sources of communication and supply, and to resume my conjunction with the army. Accordingly, I have moved with all the fleet to this place, where I anchored last night at 9 o'clock.

But I wish the Department particularly to understand that this movement does not involve any loss of control over the river below. Between this place and Vicksburg there are no bluffs, no highlands suited to fortifications; guns can only be mounted on the level bank, where, to be sure, the levee often serves as a breastwork. But they will have no advantage of ground, and can be easily dislodged.

Your telegraphic dispatch of the 25th ultimo was received on the 29th at 4 a. m., when this ship was opposite Greenville. Flag-Officer Farragut left Vicksburg on the 24th.

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

C. H. DAVIS,

Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

VICKSBURG, MISS., *July 15, 1862.*

We engaged to-day from 6 to 8 a. m. with the enemy's fleet above Vicksburg, consisting of 4 or more ironclad vessels, 2 heavy sloops of war, 4 gunboats, and 7 or 8 rams. We drove one ironclad vessel ashore, with colors down and disabled, blew up a ram, burned one

vessel, and damaged several others. Our smokestack was so shot to pieces that we lost steam and could not use our vessel as a ram. We were otherwise cut up, as we engaged at close quarters.

Loss, 10 killed; 15 wounded; and others with slight wounds.

ISAAC N. BROWN,
Lieutenant, Commanding.

Hon. S. R. MALLORY.

[Telegram.]

VICKSBURG, *July 15, 1862.*

All the vessels of war of the lower fleet, except sloop of war, and all transports have gotten up steam and are off to get out of way of *Arkansas*. One mortar boat, disabled and aground, is now burning up.

EARL VAN DORN,
Major-General.

President DAVIS.

[Telegram.]

VICKSBURG, Miss., *July 15, 1862.*

(Received 16th.)

Will send you men if possible. Will let you know in a day or two. Steamer *Arkansas* came out this morning; made two of enemy's boats strike colors; ran the gantlet of the upper fleet of twelve vessels of war, and is now safe under our guns. Will attack below as soon as some repairs are made.

EARL VAN DORN.

General RUGGLES.

[Telegram.]

VICKSBURG, *July 15, 1862.*

Arkansas, under cover of our batteries, ran gloriously through twelve or thirteen rams, gunboats, and sloops of war. Ten men killed and less wounded. Captain Brown, her commander and hero, was slightly wounded in the head. Smokestack riddled; otherwise not materially damaged. Soon be repaired and then, Ho! for New Orleans. Two of the enemy's boats ran into shore to keep from sinking—struck colors—many killed and wounded. Glorious for the Navy, and glorious for her heroic commander, officers, and men. They deserve your thanks.

EARL VAN DORN,
Major-General.

The PRESIDENT.

Report of Major-General Van Dorn, U. S. Army, regarding the passage of the U. S. ram *Arkansas* through the Federal fleet.

VICKSBURG, *July 16, 1862.*

Enemy opened all their guns and mortars last evening and shelled the city and batteries until after dark, when eight of their vessels

of war passed down under fire of batteries and *Arkansas*' broadsides. What damage was done to them have not learned, though they were repeatedly pierced by shot of heaviest caliber. One heavy shot passed through side of *Arkansas*, killing 2 men and wounding 3. This was all the damage done to us, with exception of one house burned down in the city. Our troops have contempt for fleet and bombardment and await coolly for troops to land. The *Arkansas* is the admiration of all, and her daring and heroic act has inspired all with the greatest enthusiasm. She is now being repaired and will soon be ready for orders.

EARL VAN DORN,
Major-General.

President DAVIS.

Extract from Richmond Dispatch, July 17, 1862.

VICKSBURG, July 15.

The sloop of war *Arkansas*, under cover of our batteries, ran gloriously through twelve or thirteen of the enemy's rams, gunboats, and sloops of war. Our loss is 10 men killed and 15 wounded. Captain Brown, her commander and hero, was slightly wounded in the head.

Smokestack of the *Arkansas* is riddled; otherwise she is not materially damaged and can soon be repaired.

Two of the enemy's boats struck their colors and ran ashore to keep from sinking.

Many killed and wounded; glorious achievement for the Navy, her heroic commander, officers and men.

One mortar boat, disabled and aground, is now burning up. All the enemy's transports and all the vessels of war of lower fleet, except a sloop of war, have gotten up steam and are off to escape from the *Arkansas*.

EARL VAN DORN,
Major-General, Commanding.

Report of Brigadier-General Smith, U. S. Army, transmitting report of Lieutenant Brown, U. S. Navy, commanding U. S. ram *Arkansas*.

HEADQUARTERS THIRD DISTRICT,
Vicksburg, July 25, 1862.

SIR: I am directed by the brigadier-general commanding to hand you the accompanying communications from Captain Brown, of the C. S. gunboat *Arkansas*.

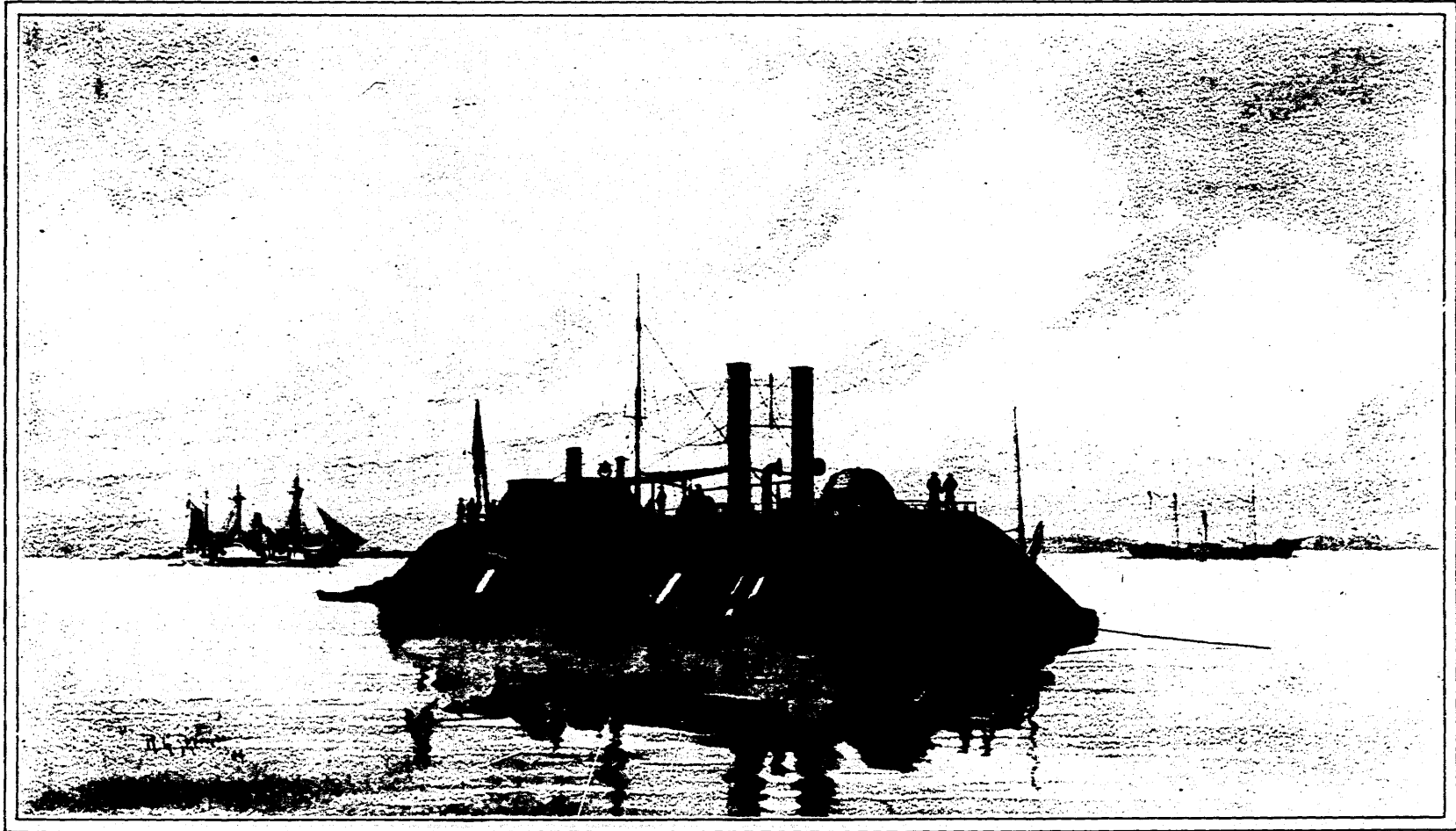
The first letter refers to the fight in the Yazoo River, before the ram entered the Mississippi, where she encountered the whole Yankee fleet.

While everything connected with the recent trip of the *Arkansas* from Yazoo City to this place is interesting to all of us, it is also due to Captain Brown and his brave crew that this, not the least brilliant of her noble exploits, should be made public.

Very respectfully, your obedient servant,

J. F. GIRAULT,
Assistant Adjutant-General.

[Major-General EARL VAN DORN.]



UNITED STATES STEAMER ESSEX.

[Enclosures.]

STEAMER ARKANSAS,
Vicksburg, July 15, 1862.

GENERAL: The *Benton*, or whatever ironclad that we disabled, was left with colors down, evidently aground to prevent sinking, about one mile and a half above the mouth of the Yazoo (in Old River), on the right-hand bank, or bank across from Vicksburg.

I wish it to be remembered that we whipped this vessel, made it run out of the fight and haul down colors, with two less guns than they had; and at the same time fought two rams, which were firing at us with great guns and small arms—this, too, with our miscellaneous crew, who had never, for the most part, been on board a ship or at big guns.

I am, general, very respectfully, your obedient servant,
I. N. BROWN,
Lieutenant, Commanding.

Brigadier-General M. L. SMITH,
Commanding Defenses at Vicksburg.

C. S. GUNBOAT ARKANSAS,
Vicksburg, July 23, 1862.

SIR: I beg leave herewith to send a list of names of the killed and wounded of the detachment who so nobly volunteered from the forces of your command on June — last to aid in making up a crew for this vessel, to wit:

Killed.—John Kane, private, Pinkney's Battalion Louisiana Volunteers; Charles Madden, private, Clinch's Battalion Louisiana Artillery; Henry Shields, Company E, Antonio Florez, Company G, and Daniel Sullivan, Company A, Twenty-eighth Louisiana Volunteers. Total killed, 5.

Wounded.—William Alexander, private, Clinch's Battalion Louisiana Artillery; John Sullivan, private, Clinch's Battalion Louisiana Artillery; Thomas Lynch, sergeant, Clinch's Battalion Louisiana Artillery; Bernard Martinez, private, Twenty-eighth Louisiana Volunteers. Total wounded, 4.

Total killed and wounded, 9.

I regret the loss of these men to the vessel and to their country. They fought well.

Very respectfully,

I. N. BROWN,
Commander, C. S. Navy.

Brigadier-General M. L. SMITH,
Commanding at Vicksburg.

Extract from report of the Secretary of the Navy of the Confederate States dated August 16, 1862.

The abandonment of Memphis rendered the completion of the ironclad steamer *Tennessee* impracticable, but the work upon the sloop-of-war *Arkansas* being further advanced she was carried to the Yazoo and there completed. On the 14th [15th] day of July

this vessel, under the command of Lieutenant Isaac N. Brown, left her position in the Yazoo for Vicksburg, where she arrived safely, after an engagement of several hours with seventeen of the enemy's ships. Naval history records few deeds of greater heroism or higher professional ability than this achievement of the *Arkansas*.

Commander Brown's report of the engagement, marked D, is appended.

Her machinery was new, and sufficient time for its reliable adjustment had not been afforded when she was sent to cooperate in the attack upon Baton Rouge, on the 7th instant. On the following day, in the face of a greatly superior force, when within 5 miles of her destination, some derangement of her machinery occurred when she was at once attacked by a large force of the enemy and, hopeless of escape, her crew destroyed her.

Report of Lieutenant Brown, U. S. Navy, commanding U. S. ram *Arkansas*, regarding the escape from the Yazoo River.

D.]

C. S. GUNBOAT *ARKANSAS*,
Vicksburg, July 15, [1862].

SIR: I have to report that, in obedience to your late order, I descended the Yazoo River last night to near the Mississippi and this morning at 3 o'clock continued on for that stream. At 6 a. m. we met one of the ironclad gunboats and two rams ascending the Yazoo with the enemy's flag flying. We put on all steam, having then 100 pounds in steam gauge, and stood for the leading ram, the gunboat being in rear. The rams went about and steamed toward the Mississippi at much greater speed than we could make. Several shots from our bow guns failed to stop them. The gunboat also turned about and interposed between us and the rams, the latter evidently maneuvering to get in our rear. This we prevented and, though the gunboat had greater speed than the *Arkansas*, we soon, by means of our bow guns, equalized that matter. We then came up with the gunboat and, though the latter by running inshore prevented us from running him down, we completely disabled him with our port broadside, delivered at 30 feet distance, with guns well depressed. He then ran ashore with his colors down, giving us no more trouble, and we left him hanging on to the willows. All this time the two rams were firing at us. I had the misfortune during the running fight to lose the services of Mr. J. R. Shacklett, our Yazoo River pilot, who was disabled by a slight contusion in the head, and I feared to follow the disabled vessel (which carried two more guns than the *Arkansas*) so near the shore, otherwise he might have been destroyed. We heard no more of him. We then followed the rams into the Mississippi River, where we found a large fleet, including four or five ironclad gunboats, two heavy sloops of war, three or four other gunboats—they were too numerous to count—and seven rams in order of battle. We stood for them, fought them, ran by them at pistol-shot distance, blew up one of the rams, and, I think, did much injury to various other vessels of the fleet. All this lasted about two hours, though we were not so long with the crowd in the Mississippi. Since coming down to this place, I learn that one or

more of the enemy's vessels have been consumed from the effect, perhaps, of our shells. I believe that we accomplished all that was possible under the circumstances. All the officers behaved with great coolness. The gratifying results of the fight must be attributed in great part to the excellent arrangements of the executive officer of the *Arkansas*, Lieutenant H. K. Stevens.

I regret that one of our pilots, Mr. John G. Hodges, was seriously wounded early in the fight. Mr. J. L. Brady, another one of our pilots, behaved with great coolness, and so did Mr. Gilmer, also a Mississippi River pilot. They are all brave men and true, and I include in this merited praise the two wounded ones, Messrs. Hodges and Shacklett.

Our men behaved well, as the result of the fight with the boats in the Yazoo and on the Mississippi very plainly showed.

We are much cut up, our pilot house mashed, and some ugly places through our armor.

I regret to add that we lost 10 men killed and 15 wounded, besides some slight wounds among the officers. Lieutenant George W. Gift, Midshipman C. W. Tyler, and Master's mate J. A. Wilson being among these.

I must repair pilot house and smokestack before going far from here, if possible. I forgot to mention that owing to our smokestack being shot to pieces we could not keep up steam. We came out of the fight with 30 pounds only in the gauge. All the enemy's vessels that were underway near us seemed to be superior to us in speed. On this account our supposed power as a ram was of no use.

I am, respectfully,

I. N. BROWN,
Lieutenant, Commanding.

Flag-Officer WM. F. LYNCH,
Commanding, etc., Yazoo River.

Report of Lieutenant Brown, U. S. Navy, commanding U. S. ram *Arkansas*, giving list of casualties.

C. S. S. ARKANSAS.

At Vicksburg, Miss., July 16, 1862.

SIR: I have the sad duty to-day to furnish you with a report of the names of the brave men who fell killed and wounded in our three actions of yesterday with the enemy's fleet on the Mississippi River, to wit:

Killed.—William Perry, captain of fore-castle; Charles Lewis, ordinary seaman; Henry Dunn, ordinary seaman; Private John Kane, Pinkney's Louisiana Volunteers; Private Charles Madden, Clinch's Battalion Artillery; Private Henry Shields, Twenty-eighth Louisiana Volunteers, Company E; Private Antonio Florez, Twenty-eighth Louisiana Volunteers, Company G; Private Danl. Sullivan, Twenty-eighth Louisiana Volunteers, Company A; Private A. J. Blankenship, Missouri Volunteers, Company D; Private Stephen Murton, Missouri Volunteers; Edward Cusick, fireman; and William Gilmore, pilot, from Jonesville, Ky. These two last named fell in the action with the enemy's fleet as they passed us at Vicksburg after the morning conflicts.

The following-named men and officers were wounded, to wit:

John Kelly, seaman; James Anderson, cockswain; John Pledge, ordinary seaman; Patrick Norton, landsman; Nicholas Davis, seaman; Peter Caulfield, coal heaver; William Alexander, private, from Clinch's Battalion, Louisiana Volunteers; Edward Long, ordinary seaman; Thomas Lynch, sergeant, from Clinch's Battalion, Louisiana Volunteers; John Sullivan, private, from Clinch's Battalion, Louisiana Volunteers; Bernard Martinez, private, Twenty-eighth Louisiana Volunteers, Company E; Felix Thomure, private, Missouri Volunteers, Company B, lost a leg—since dead; John Snider, private, Missouri Volunteers, Company B, lost an arm—since dead; C. D. Paul, corporal, Missouri Volunteers, Company B; Berry Watson, private, Missouri Volunteers, Company B; Thomas Senere, private, Missouri Volunteers, Company C; Second Assistant Engineer Covert, slightly in face; Master's Mate Wilson, stunned and slightly contused; Midshipman Tyler, slightly stunned; Mr. Pilot Hodges, mortally in head; Mr. Pilot Shacklett, slightly in head; Lieutenant George W. Gift, C. S. Navy, arm and shoulder; Third Assistant Engineer Jackson, slightly bruised.

Recapitulation.—Killed, 12; badly wounded, 3; wounded, 15. Total, 30.

Very respectfully,

I. N. BROWN,

Lieutenant, Commanding Arkansas.

Flag-Officer WM. F. LYNCH,

Commanding, etc., Mississippi and Yazoo Rivers.

Report of Lieutenant Brown, C. S. Navy, commanding C. S. ram Arkansas, regarding casualties during the engagement of July 23, 1862.

C. S. S. ARKANSAS,

Vicksburg, July 23, 1862.

SIR: I have to perform the sad duty of submitting to you a report of the names of the brave men who fell yesterday, combating for their country, in action with the enemy's ironclad gunboat *Essex*, of 14 guns, assisted by a ram, name unknown, to wit:

Killed.—Francis Harter, captain hold; Samuel Heaton, officer's steward; R. Rankin, seaman; John Thorhell, fireman; William Dills, volunteer from Third Kentucky Regiment; W. Woodward, volunteer from Third Kentucky Regiment—6.

Wounded.—Daniel Clifford, seaman; Charles Hardee, officer's steward; Arnold Beecher, ordinary seaman; Henry Evans, volunteer from Army; J. R. Hill, volunteer from Army; John Johnson, sergeant, Louisiana Volunteers, badly—6.

I am, very respectfully,

I. N. BROWN,

Commander, C. S. Navy.

Flag-Officer WM. F. LYNCH,

Commanding, etc.

Report of Lieutenant Brown, U. S. Navy, commanding U. S. ram *Arkansas*, commending the conduct of Lieutenant H. K. Stevens, U. S. Navy.

C. S. S. ARKANSAS,
Vicksburg, July 23, 1862.

SIR: In the four different actions which this vessel has had with the enemy, Lieutenant H. K. Stevens, U. S. Navy, executive officer, has behaved with the utmost zeal, courage, and calmness. I say this much of him, not in disparagement of others, because every officer of this vessel has behaved well. Lieutenant Stevens, however, has had much harder work to do than any other officer on board, and he has done it well. I think that, preëminently, he deserves promotion for his exertions in preparing for and while engaged in battle.

I am, respectfully,

ISAAC N. BROWN,
Commanding Arkansas.

Flag-Officer WM. F. LYNCH,
Commanding U. S. Naval Forces on Mississippi and Yazoo.

General order of the Secretary of War of the Confederate States regarding the defense of Vicksburg and operations of U. S. ram *Arkansas*.

GENERAL ORDERS, }

No. 51.

WAR DEPARTMENT,
ADJT. AND INSP. GEN'S OFFICE,
Richmond, July 22, 1862.

The successful defense of Vicksburg against the mortar fleet of the enemy by Major-General Van Dorn and the officers and men under his command entitles them to the gratitude of the country, the thanks of the Government, and the admiration of the Army. By their gallantry and good conduct they have not only saved the city intrusted to them, but they have shown that bombardments of cities, if bravely resisted, achieve nothing for the enemy, and only serve to unveil his malice and the hypocrisy of his pretended wish to restore the Union. The world now sees that his mission is one of destruction, not restoration.

Lieutenant Brown, and the officers and crew of the Confederate steamer *Arkansas*, by their heroic attack upon the Federal fleet before Vicksburg equaled the highest recorded examples of courage and skill. They prove that the Navy, when it regains its proper element, will be one of the chief bulwarks of national defense, and that it is entitled to a high place in the confidence and affection of the country.

By command of the Secretary of War:

S. COOPER,
Adjutant and Inspector-General.

Joint resolution of thanks to Lieutenant Brown and all under his command.

Resolved by the Congress of the Confederate States of America, That the thanks of Congress are hereby cordially tendered to Lieutenant Isaac N. Brown, and all under his command, for their signal exhibition of skill and gallantry on the fourteenth day of July last,

on the Mississippi River, near Vicksburg, in the brilliant and successful engagement of the sloop of war *Arkansas* with the enemy's fleet.

Approved, October 2, 1862.

Report of Captain Hoole, U. S. Army, regarding a detail of artillerists for service on the U. S. ram *Arkansas*.

CAMP OF THE HUDSON BATTERY,
Near Vicksburg, Miss., July 16, 1862.

SIR: I received a circular of date July 15 calling for volunteers to go on board the *Arkansas* to attack the fleet below, said volunteers to be seamen or artillerists, and to report immediately to brigade headquarters. The circular was immediately published to the company, and 13 (all artillerists) volunteered. I immediately reported to brigade headquarters, and was referred to General Van Dorn, who referred me to General Breckinridge and Lieutenant Brown. I dispatched a man to General Breckinridge's headquarters and was there referred to Lieutenant Brown. He did not see General Breckinridge. I then attempted to go to the river, but, having no passport, I did not succeed in passing through the lines, and was obliged to return to camp with my men without accomplishing anything.

Respectfully,

JAMES L. HOOLE,
Captain Hudson Battery.

Captain G. W. McCawley,
Assistant Adjutant-General, Second Brigade,
Breckinridge's Division.

[Endorsement.]

As will be seen by the above, I had a detail here last night, but they could not get to the boat. The commanding officer returned this morning to make further effort to get on the boat. He obtained a pass from this officer this morning to visit the boat to see Lieutenant Brown, in order to get him to accept his detail, and seemed exceedingly anxious on the subject. So the men who went on the *Arkansas* last evening and came ashore this morning can not be the detail made from this command.

Respectfully,

B. H. HELM,
Commanding Second Brigade.

Col. JOHN T. PICKETT,
Assistant Adjutant-General.

Report of Colonel Statham, U. S. Army, regarding the detail of artillerists on board the U. S. ram *Arkansas*.

HDQRS. FOURTH BRIGADE, BRECKINRIDGE'S DIVISION,
July 17, 1862.

SIR: After making examination, I have the honor to report that the lieutenant and men who volunteered and went on board the

Arkansas are there yet, and have not been on shore with the purpose of leaving the boat. The lieutenant is distressed that such a report concerning him should have been made. Directions will be given to them to remain until otherwise ordered from your headquarters or by Captain Brown. If any of the men should leave without orders, to avoid the service, they will be arrested and punished and others sent in their stead.

I make this report at the request of Colonel [W. S.] Statham, who has now a hot fever.

The six volunteer firemen called for on yesterday were sent to the *Arkansas* last evening.

I remain, respectfully,

HARRY I. THORNTON,
Acting Assistant Adjutant-General.

Major PICKETT,
Assistant Adjutant-General.

Report of Brigadier-General Preston, U. S. Army, transmitting report of the officer commanding detail of artillerists that assisted on board the U. S. ram *Arkansas*.

HDQRS. THIRD BRIGADE, BRECKINRIDGE'S DIVISION,
Near Vicksburg, July 18, 1862.

MAJOR: In conformity with your order, I made the requisite enquiry in relation to the volunteers in my command who are alleged to have left the ram *Arkansas* on the 16th instant without authority.

Lieutenant Mathews, a gallant and meritorious officer, volunteered as a private for the service, took charge of the detail, and served with it on board the vessel during the engagement. He left the vessel with the permission of Captain Brown, and with thanks for the service he had rendered. I enclose Lieutenant Mathews' note as a part of this report.

I trust and believe that there is no ground for the charge on which your order is based. In making the enquiry, I find no cause to arrest or reprimand Lieutenant Mathews, but, on the contrary, deem that he deserves thanks for his gallantry and service.

I remain, your obedient servant,

W. PRESTON,
Brigadier-General, Commanding.

Major JOHN T. PICKETT,
Assistant Adjutant-General

[Enclosure.]

HDQRS. GRACEY'S (COBB'S) BATTERY, *July 17, 1862.*

GENERAL: In reply to your enquiries concerning the volunteers from our battery "to assist in fighting the ram *Arkansas*" against the lower fleet, I report as follows: On the 15th instant, about 4 p. m., Lieutenant [W. P.] Wallace, of your staff, came to our battery and stated that you desired 12 volunteers from your brigade to fill the places of the wounded and dead in the crew of the ram. Twelve members of the battery, besides myself, immediately volunteered to go, but our commanding officer, refusing to permit so many of us to leave, as it would reduce the strength of his battery, resorted to a

ballot to see who the lucky ones might be, which resulted as follows: Sergeant James Brindley, corporal John Leonard, privates Benjamin [G.] Moore, Daniel Black, and Charley Thornton, and sergeant T. Watts. As soon as the volunteers were ready to move, which was about five minutes after, I took the men and reported myself and command to Captain Brown, of the ram, as being a portion of the number required of your brigade. Captain Brown immediately assigned us to a gun. I stated to Captain Brown that we had come to assist him to fight the lower fleet that evening, and that as my whole experience in artillery was confined to light fieldpieces, except what I had learned from the morning engagement with the enemy's boats, would prefer that he would place some officer in charge that had more experience, and I would fight as a private; which was done, as he placed Midshipman [D. M.] Scales in charge. We worked the gun throughout the engagement to the best of our abilities. After the engagement was over, I asked the first lieutenant if they needed our services any more. He conducted me to Captain Brown, who stated that he had no further use for us, and that he was very grateful for our services, and that we could return to our camp. I asked him then for the countersign; he did not have it. I asked General Breckinridge's son for it, who was standing by during my conversation with Captain Brown; he not having it, was compelled to stay in town until morning, when we returned to our battery. These are all the circumstances connected with our aquatic expedition, and trust they are of such a character as will relieve your mind of any impression you may have received of myself or any of those under my command acting in any way except as Kentuckians have always and will continue to act before the enemy, whether on land or water.

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

R. B. MATHEWS,

First Lieutenant Cobb's Battery.

Brigadier-General W. PRESTON.

[Telegram.]

RICHMOND, VA., July 22, 1862.

Captain Brown of the *Arkansas*, requires boatmen, and reports himself doomed to inactivity by the inability to get them. We have a large class of river boatmen and some ordinary seamen on our Gulf coast who must be now unemployed. Can you not help Captain Brown to get an adequate crew?

JEFFERSON DAVIS.

Governor JOHN J. PETTUS,
Jackson, Miss.

[Telegram.]

VICKSBURG, July 22, 1862.

An attempt made this morning by two ironclad rams to sink the *Arkansas*. The failure so complete that it was almost ridiculous. Several men were, however, killed by a shot entering one of her

ports. Canal will be a failure. Nothing can be accomplished by the enemy unless they bring overwhelming numbers of troops. This must be anticipated.

EARL VAN DORN,
Major-General.

The PRESIDENT.

[Telegram.]

VICKSBURG, *July 24, 1862.*— (Received 25th.)

The whole of the lower fleet and all the troops have disappeared down the river. The upper fleet in movement, but still at anchorage. Ran one transport ashore above with light battery and burned her. Mail taken with interesting accounts of the *Arkansas*.

EARL VAN DORN,
Major-General.

President DAVIS.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Morris, U. S. Navy, regarding movements of U. S. S. Kensington.

U: S. FLAGSHIP HARTFORD,
Below Vicksburg, July 18, 1862.

SIR: You will send the *Kensington* to Ship Island, to water the vessels stationed, and will also direct her to proceed to Mobile and along the coast for the same purpose, if necessary.

I am, sir, respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Comdg. Western Gulf Blockading Squadron.

Captain H. W. MORRIS,
Commanding Naval Forces off New Orleans.

Letter from the Secretary of State to the Secretary of War, transmitting extract of letter touching the immediate occupation of Texas.

DEPARTMENT OF STATE,
Washington, July 18, 1862.

SIR: With reference to the communications which have from time to time been addressed to you by this Department, suggesting a military occupation of Texas in the neighborhood of Brownsville, I have the honor to enclose extracts from a private letter of Charles Hunter, commanding the U. S. S. *Montgomery*, blockading the mouth of the Rio Grande, to the chief clerk of the Department of State.

I have the honor to be, your obedient servant,

WILLIAM H. SEWARD.

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

[Enclosure.]

U. S. S. MONTGOMERY,
Off the Rio Grande, June 16, 1862.

The poor refugees still come to us, one, two, or three each day. They flee for their lives, leaving everything. One man came on

board yesterday who was pursued. He plunged in and swam across the Rio Grande, but was shot at several times. Another, belonging to the Texan army, got leave for six days to go into Mexico to collect a debt. He showed me his pass. I said to him, "Well, your time is up in two days and I suppose that you will wish to go back, as you must have come merely to pay us a visit." He looked up at our flag and with tears in his eyes said, "Oh! no, sir; thank God I am under the dear old flag again." We have about 40 on board now, and they are as happy as they can be. Between 70 and 80 others left in the *Kensington*. * * * We have on board three Union gentlemen from Texas, men of influence; one is a judge, another a celebrated lawyer, and the other an influential politician. They are going to Washington to see the President and suggest the immediate occupation of Texas.

There is a large number of Union men in the State who only want arms and protection to organize themselves and drive the secessionists out.

* * * * *

Order of Flag-Officer Farragut, U. S. Navy, to Commander De Camp, U. S. Navy, commanding U. S. S. Wissahickon, to proceed north with that vessel.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, July 17, 1862.

SIR: You will take the U. S. gunboat *Winona* in tow and proceed with her to New Orleans, from whence, owing to the disabled condition of your vessel, you will proceed to New York for general repairs, reporting your arrival in writing to the honorable Secretary of the Navy.

Hoping that you may soon return to this squadron in command of another and better vessel,

I am, sir, respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Comdg. Western Gulf Blockading Squadron.

Commander JOHN DE CAMP,

Commanding U. S. Gunboat Wissahickon, below Vicksburg.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, regarding the interception of the Confederate steamer Indian No. 2, from Sabine River, July 19, 1862.

U. S. S. HATTERAS,
New Orleans, September —, 1862.

SIR: I have the honor to report that on the 19th of July I intercepted the rebel steamer *Indian No. 2* on her way from the Sabine to Berwick Bay, both places being in the possession of the rebels. I found on board the owner of the vessel and cargo, Mr. E. H. Skaggs, who produced a pass from General Butler. (See the accompanying paper, marked A.)

Having previously seen this steamer running up and down the Sabine, evidently in the rebel employ; not being satisfied with the

reasons given for the long detention in the Sabine, and final failure to obtain the cattle specified in the pass; and having suspicions that Mr. Skaggs would finally fail to comply with the remaining terms of the pass, I took on board a portion of his cargo (see paper B) as a guarantee of good faith on his part until I should touch at New Orleans or hear further from him, to which he did not object, but asked that I would give him a receipt for what I took out. This I gave, simply specifying the kind and quantity, and added some few fowls, which he offered to send on board, and which I accepted, upon the condition that he would accept in return some ale and wine that I sent him from my own stores.

These facts I reported to the flag-officer by the first opportunity. A few days subsequently I took some prisoners out of Berwick (see enclosed affidavit and statement marked C and D), whose statements confirmed my previous suspicions, and convinced me that I had used proper precaution, and that these provisions were now, beyond doubt, a good prize to the Government; and I made arrangements to reship them to the United States in the mail steamer, when, upon my arrival here, I learned to my surprise that Mr. Skaggs, or his authorized agent, had preceded me and presented a bill of sale of sundry provisions to the U. S. S. *Hatteras* at sea, amounting to nearly \$5,000, which the flag-officer had paid, under the impression (I am told) that I had fallen short of supplies, and evidently without a knowledge of the facts narrated in my letter relating to the transaction.

Thus circumstanced, and in the absence of the flag-officer, I consulted the senior naval officer here, Captain Morris, who agreed with me that, under all the circumstances, the interest of the Government would be better subserved by turning all but the flour over to the Army in exchange for bread, etc., which I am in want of and can not obtain at this time from our naval stores, or sell it at public sale, retaining the flour, which is another portion of rations required and can not be had from our supplies here.

Finding that the Army would not take these provisions (but would furnish to me bread upon requisition), I advertised the remainder for sale at auction, as per extract, including some condemned bread, and the accompanying papers furnish the result of this transaction, which has been a source of trouble and vexation from the commencement and a loss to the Government, when it ought to have been a gain.

I trust the part I have had in it may meet the approbation of the Department, and it would be desirable to know how far the Army is authorized to grant passes to vessels trading with rebels to and from blockaded ports.

The amount received I have transferred over to the senior naval officer here, as per receipt of his paymaster attached.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

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

[Endorsement.]

SEPTEMBER 9, 1862.

In forwarding these papers to the Department, I would respectfully state that I had no acknowledgment from Captain Emmons of his having taken any provisions from any vessel prior to having a bill presented to me for \$5,000 for provisions furnished the *Hatteras*, with Captain Emmons' receipts for same, as I then supposed by some coal vessel, it being so stated to me by Commodore Morris.

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

[Enclosures.]

A.

HEADQUARTERS DEPARTMENT OF THE GULF, *May 21, 1862.*

Mr. E. H. Skaggs has permission to bring the steamer *Indian No. 2*, from the mouth of Sabine to this city with a load of cattle and provisions.

BENJ. F. BUTLER,
Major-General, Commanding.

[Endorsement.]

This steamer has never returned here, and her cargo was disposed of among the rebels as certified to.

G. F. EMMONS,
Commander.

B.

Statement of cargo found on board steamer Indian No. 2.

75 hogsheads bacon, 18 barrels lard, 213 sacks flour.

Of these there were transferred to U. S. S. *Hatteras* 22 hogsheads bacon, 16,549 pounds; 2 hogsheads bacon (say), 1,451 pounds—18,000 pounds (no marks); 2 barrels lard, 20 sacks flour.

B. RUSH SNIDER,
Ship's Steward.

Approved.

GEO. F. EMMONS,
Commander.

C.

U. S. S. HATTERAS,
Blockading off Berwick, July 29, 1862.

I, Edward Hagan, seaman, and now a prisoner on board of the U. S. S. *Hatteras*, was at Berwick, La., on the 24th of this month when the steamer *Indian No. 2*, Skaggs, arrived there and remained at the railroad depot about a half a day, during which she landed a portion of her cargo of bacon and flour (20 hogsheads of the former and 100 sacks of the latter), which was sold to the planters there, as I understood, for 30 cents per pound, and \$15 per sack. From

whence it was reported she was going up to Franklin. I hereby make oath to the above statement.

EDWARD HAGAN, *Seaman.*

In my presence.

GEO. F. EMMONS,
Commander.

Witness:

FENNEL J. McGRATH,
Acting Master's Mate.

D.

The master of the prize brig *Josephine*, John Cummins, who has been sent to Philadelphia in the prize, is well acquainted with the owner, Skaggs, of the steamer *Indian No. 2*, whom he met at Berwick, and informed me that he (Skaggs) was going from Berwick to Attakapas (pronounced here Tucapaw) to discharge the remainder of his cargo and take in a cargo of sugar for the Red River to a place called Wachitaw [Ouachita].

GEO. F. EMMONS,
Commander.

U. S. S. HATTERAS,

S. W. Pass of the Mississippi River, September 4, 1862.

This is to certify that, I, William W. Davis, late master of the Confederate schooner *Troy*, and now prize to the U. S. propeller *Kensington*, was at the Sabine Pass last May, when the Confederate steamer *Indian No. 2*, in charge of her owner, E. H. Skaggs, arrived there with a load of sugar and molasses from Vermilion Bay, which she sold up the river, and left to run the blockade again with a cargo of provisions, about the 17th of July, having a Confederate permit to land her provisions among the planters in Louisiana and to return.

Mr. Skaggs is a professed gambler and speculator, as well as a planter in Louisiana, and, I believe, lives in the City of New Orleans.

WM. W. DAVIS,
Late Master Schooner Troy.

Sworn to in my presence.

GEO. F. EMMONS,
Commander.

Witness:

HENRY WILSON,
Lieutenant.

[Telegram.]

NAVY DEPARTMENT, *July 19, 1862.*

Detach Commander Lee from the *Oneida* with orders to proceed overland with all dispatch and report in person to the Department.

GIDEON WELLES,
Secretary of the Navy.

Flag-Officer D. G. FARRAGUT,
Via Cairo.

Report of Flag-Officer Farragut, U. S. Navy, regarding the prevalence of sickness in his command, and of proposed attack upon the C. S. ram Arkansas.

No. 147.]

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, July 20, 1862.

SIR: As the season advances so does the sickness increase and our officers and men diminish. Some are sent home by survey, and some resign. I do not, however, permit those who resign to leave the squadron unless their health is so feeble that they are rather an incubus than a service, and likely to continue so; otherwise we would soon be without officers. Our sick lists are very large, but not as large as that of the army in proportion. They have nearly one-third unfit for service, and I am told that the rebel army in this vicinity are nearly one-half in hospital. Refugees inform us that all the churches, meetinghouses, and barns are filled with sick, and they have no medicines. In shelling the town we blew up the apothecary's shop, which contained all the medicines they had in this vicinity. Our own gave out and I sent a requisition to Cairo, from whence we obtained it yesterday, so that we are pretty well supplied just now.

The ram *Arkansas* has been kept very uneasy by the mortar boats from Flag-Officer Davis's fleet. They have burst a number of shells directly over her, so as to drive the workmen from her and compel her to move her berth. I shall avail myself of the first opportunity to attack her, and should have done so long since, but she is so low and the color of the bank so that we can not possibly see her at night, and a day attack would expose us to the plunging fire of all their batteries, and their guns are all of heavy caliber.

Refugees say that they intend to run the blockade and get her to Mobile, and if I do not destroy her before the water falls much more these ships will not be able to pursue her should she, by any chance, slip past us; but I trust that will not be the case, and that I will be able to destroy her in a few days. It is only because my crews have worked so hard and are so reduced by sickness that I have not done it before.

We have from 60 to 80 on the sick list in each of the ships. They are not very sick, but occasionally the symptoms take an unfavorable turn and they die. We have lost Lieutenant Heisler, U. S. Marine Corps, who died on his way home, and Captain Broome, Marine Corps, is also sick, suffering from a wound in his head, but I do not apprehend that it is serious. I am, in consequence of all these things, obliged to be less ardent in following up my blows. When men are well you may push them through a great deal, but when prostrated by sickness and a debilitating climate we must take more time for everything. I find it even a terrible fatigue to coal ship, and wish my vessel had a hoisting machine for the purpose.

As the Department has not noticed my dispatches since passing Vicksburg, I take it for granted that they do not mean to regard the state of the river. The time is certainly near at hand when the ships of this squadron will not be able to descend to New Orleans, and our position will be rendered more disagreeable in consequence of the banks being higher than the ships, thus enabling the enemy to annoy us with rifles and field batteries along the banks. Hence it will be almost impossible for us to receive our supplies of ordnance, etc.,

from below, and it is difficult to pass such things across the peninsula until the canal is completed; or, if we had a railroad we could get our supplies from above.

All of which is respectfully referred to the Department by
Your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding West Gulf Squadron.

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

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, approving the proposed withdrawal from the Mississippi River.

NAVY DEPARTMENT, July 21, 1862.

SIR: The Department has received your Nos. 131, 133, 134, 135, 136, 139, 141, and 142.

The suggestions in your No. 141* about going to the Gulf are approved and should be certainly carried out. The Department has anticipated them by its instructions to you, dated the 14th instant, sent out by Lieutenant Law.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding, etc., near Vicksburg, Miss.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding the U. S. S. Miami.

NAVY DEPARTMENT, July 21, 1862.

SIR: The *Miami* does not appear to perform well. If you can spare her, send her to Hampton Roads and a better vessel of her class will be ordered to your squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding, etc., above Vicksburg, Miss.

Report of Flag-Officer Farragut, U. S. Navy, regarding the dispatching north of the U. S. S. Wissahickon for repairs.

No. 149.]

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, July 22, 1862.

SIR: I have the honor to inform the Department that on the 17th instant I was obliged to send home the *Wissahickon*. She was hulled 17 times in her encounter with the rebel forces at Grand Gulf, and received much damage in passing Vicksburg, and as Captain De Camp represented his vessel as almost useless, I therefore ordered her

* See Series 1, vol. 18, p. 675.

to New York for repairs, etc. My great doubt was as to her being in a fit condition to reach home.

I am, sir, respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Lee, U. S. Navy, to report to the Secretary of the Navy at Washington.

FLAGSHIP HARTFORD,

Vicksburg, July 22, 1862.

SIR: You are hereby detached from the command of the U. S. steam sloop *Oneida* and will proceed overland to Washington, D. C., where you will report yourself in person to the honorable Secretary of the Navy.

I am, sir, respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Commander S. P. LEE, U. S. Navy.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Law, U. S. Navy, to assume temporary command of the U. S. S. Oneida.

U. S. FLAGSHIP HARTFORD,

Below Vicksburg, July 22, 1862.

SIR: You will assume temporary command of the U. S. steam sloop *Oneida*, and on your arrival at New Orleans will take command of the U. S. S. *Clifton*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Lieutenant Commanding R. L. LAW,

Commanding U. S. S. Oneida.

Order of the Secretary of the Navy to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, to proceed to duty at Mobile.

NAVY DEPARTMENT, *July 22, 1862.*

SIR: Proceed with the *Albatross* off Mobile, touching at Key West, and report for duty to the senior naval officer present in the Western Gulf Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander G. A. PRENTISS,

Commanding U. S. S. Albatross, Boston.

Report of Lieutenant Preble, U. S. Navy, giving observations made on a reconnoissance in the Mississippi River.

U. S. GUNBOAT KATAHDIN,
Off Point Pleasant, July 22, 1862.

SIR: In obedience to your order of the 13th instant, I left my anchorage below Vicksburg on the morning of the 14th and stood down the river in company with the *Kennebec*, examining the bluffs for batteries and sounding on all the bars.

At 8 p. m. I anchored opposite Natchez, and landed Mr. T. D. Day, released on parole by General Williams. The next morning I got underway and continued on down river until 3 p. m., when I anchored in company with the *Kennebec* at Red River Landing, the limit of my cruise by your instructions. Late the same night, a negro came alongside, who stated that the rebels have two gunboats in the Red River, viz, the *Webb* and *Music*. The *Webb* is a regular gunboat, "like yours, Massa;" came from the Atchafalaya, has five pieces of artillery, and a complement of 200 men, and is commanded by Major Howard. I judge her, from his description, to be a towboat altered.

The *Music* is an ordinary river boat, has three pieces of artillery, two mounted in the bow and one in the stern, is commanded by Captain Fuller and has a large number of men. This statement corroborates and extends those I have already given. My pilot says the *Webb* is the *Dolly Webb*, a large stern-wheel boat, ship built; he has seen her often. Minute men are ordered to organize at Natchez (as you will see by the newspapers) and to hold themselves ready for service. They are to arm themselves. A battery of six field-pieces is to be placed at Ellis Cliffs, and perhaps we would hear from them as we passed. Their calibers were variously stated by those who had seen them. I should say from all the statements I heard that they were four 6-pounder, and two 12-pounder howitzers. Possibly one is a rifled 32-pounder. These guns were at Prospect Hill on Saturday night (19th), 8 miles from Natchez and 15 from the cliffs. Brigadier-General W. N. R. Beall has under his command at Fayette, [Miss.], 3,000 militia, partially armed. He has received orders to send all his artillery to the river. The *Arkansas* is theoretically to scare down all our transports, and this artillery is to pepper them as they go down. It is expected or there is talk of assembling 10,000 men in the rear of Natchez, and to place a battery of fieldpieces above Natchez as well as at Ellis Cliffs.

The mayor of Natchez and the provost-marshal have used every exertion to prevent the formation of guerrilla bands in the neighborhood, and with success. The Union feeling is strong at Natchez, and there is probably a majority in favor of peace and restoration, but they are overawed by the secessionists, even father and sons dare not open their mouths to converse with each other upon the subject.

July 22, in passing Grand Gulf, we were fired at from two batteries of 6-pounders and received seven shots in the hull and other parts of the vessel. I will furnish a more detailed report on arrival off Vicksburg. I send Captain Russell on to communicate the news we have gathered, as he has no tow and can go faster. I had only one man wounded. We and the *Kennebec* at about the same moment planted two XI-inch shells in close proximity to one of their batteries.

Captain R. thinks he dismounted a gun; certainly no gun was fired from that battery afterwards.

My ship has so many sick that she is almost a hospital. I remain here to-night and shall be at Vicksburg to-morrow morning.

I will send a report of soundings on arrival.

No new batteries have been erected on the river below.

Very respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron, below Vicksburg.

Report of Lieutenant Preble, U. S. Navy, commanding U. S. S. Katahdin, regarding an engagement with the enemy's batteries at Grand Gulf, Miss.

U. S. GUNBOAT KATAHDIN,
Below Vicksburg, July 23, 1862.

SIR: Yesterday at 10:25 a. m., while passing Grand Gulf, in company with the *Kennebec*, and having the Natchez ferryboat *Rosalie* in tow, the enemy opened fire on us from two batteries of fieldpieces on the hills. Our men were already at their quarters in anticipation of attack, and the fire was immediately returned from this vessel and by the *Kennebec* with such effect that the batteries were soon silenced and the rebels seen to hitch up and carry off their artillery. Almost simultaneously two XI-inch shells, one from this vessel and one from the *Kennebec*, struck the upper battery and silenced it effectually. Lieutenant Commanding Russell thinks his shell dismounted a gun. I judged the batteries firing at us mounted four or five guns—6-pounders, one a rifled gun.

The enemy fired with rapidity and precision, evidently aiming to disable the machinery of this vessel and the boilers of the *Rosalie* alongside. During the few minutes we were under fire the *Katahdin* was struck six times in the hull and once aloft, and the *Rosalie* was struck once near the pilot house. Independent of a shot which, after penetrating our bulwarks on both sides, came nigh disabling her starboard boiler, two of the shot through our hull are at the water line in the upper edge of the copper.

The enemy reserved his fire and kept concealed until his lower battery was abaft our beam and just as we were about to make the turn around the point. Owing to our large sick list and the number of men we had in hammocks under the forecastle and on the berth deck, we fought at great disadvantage, but I am happy to say that the men and officers did their duty, and that we were gallantly supported by the *Kennebec*, Lieutenant Commanding Russell, following closely in her station astern.

I have to report one man severely and two others very slightly wounded in this affair. I enclose the first lieutenant's report of damage sustained by the enemy's shot and our own expenditure of shot and shell; also the assistant surgeon's report of the wounded.

Very respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,

Commanding West Gulf Blockdg. Squadron, below Vicksburg, Miss.

[Enclosure.]

U. S. S. GUNBOAT KATAHDIN,
Mississippi River, July 23, 1862.

SIR: While passing the town of Grand Gulf yesterday morning this ship was struck seven different times by the shot from the two batteries of 6-pounder fieldpieces above the town, one shot making a clean hole into the ship through upper edge of second plate of copper under starboard ash chute; one in second plate of copper between two forward air ports, going through the side, through a bag of clothes on berth deck, and brought up against a knee without any further injury; one cut away the gunwale of waist boat, entering a beam, going through bulwarks over ash chute, through engine-room hatch, cutting away two sashes in hatch, and bringing up against port rail; one struck upper part of rail over ash chute, entered hammock netting, bringing up in the head of a hammock about 3 feet from where it entered; one struck the forward starboard boat davit, slightly diverting it, breaking in a number of pieces which flew about the deck, awning, and ridge rope; one shot going through port rail about 10 feet abaft pivot port, cutting off stanchion head, splitting off about 6 feet of rail, outside, and bringing up on board ferryboat *Rosalie*, and the seventh shot cut the mainsail about three-fourths out from the throat.

One shot also struck upper rail of ferryboat near pilot house. Expended in passing three 5-second XI-inch shells, four Parrott shells, and eight 24-pound howitzer shrapnel.

Very respectfully,

NATHL. GREEN,
Lieutenant and Executive Officer.

Lieutenant Commanding GEORGE H. PREBLE.

Reports of Commander Porter, U. S. Navy, commanding U. S. S. Octorara, regarding the capture of the British steamer Tubal Cain, July 24, 1862.

U. S. S. OCTORARA, *July 24, 1862.*

SIR: I have the honor to inform you that I this day captured in latitude 31° 54' N., longitude 78° 23', the British three-masted propeller *Tubal Cain*, from Nassau, [New Providence], claiming to be bound to St. John, New Brunswick, but steering for the ports of Charleston or Savannah. When first made out by us she was apparently lying with her steam down and under sail alone, waiting for an opportunity to slip into Charleston. Her cargo is a very valuable one, and as far as we can tell by the cargo book is all contraband. There are many cases which have all the appearance of arms and munitions of war. This is one of the vessels that have been lying in Nassau, waiting to run the blockade since the middle of April. She has not broken bulk since she came from England. I find on board of the *Tubal Cain* a man by the name of Levy, a well-known blockade breaker and secessionist. He was recognized immediately by one of our crew. I have sent the *Tubal Cain* to New York,

to stop at Hampton Roads if she finds it necessary to do so from causes not foreseen at present.

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

DAVID D. PORTER,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary Navy.

U. S. S. OCTORARA,
Hampton Roads, July 26, 1862.

SIR: I have the honor to inform you that on the 24th of this month I captured, after an exciting chase of six hours, the British iron screw steamship *Tubal Cain*, in latitude 31° 54' N., longitude 78° 23' W., the British steamer at the time steering N. W. by N. for the port of Charleston. This vessel sailed from Nassau, New Providence, on Sunday, the 20th day of July, in company with two other steamers, all loaded with arms and munitions of war, and, if not intercepted, the others are by this time safe in port. The evidence against the *Tubal Cain* is very clear. The fact that she is loaded with munitions of war and was steering for Charleston is sufficient to condemn her. Her papers clear her for St. John's New Foundland, the course for which is N. E., not N. W. by N., which latter course the *Tubal Cain* was steering and had been steering for twenty-four hours before we captured her. The *Tubal Cain* has not broken bulk since she left England in April last, and she has been waiting over a month in Nassau to run the blockade. Previous to sailing from that place she sent down all her masts and yards and painted the hull an atmospheric color. You could scarcely see her a few miles off. She came outside of Abaco in company with two other steamers, the *Leopard* and *Hero*, and steered from that moment (as her log will show) direct for Charleston. The crew are disposed to give evidence against her, and we have gleaned enough from them to give us an idea of what there is on board.

The captain informs me that the cargo is a very valuable one, and, judging from the cargo book, there must be many boxes containing arms. The ship had no manifest (which the captain said he lost), no bills of lading, and was consigned to no one. Her shipping articles were made out for the West Indies or any port in the United States, but did not mention St. John's. If the crew were going to St. John's, it was in violation of contract. The captain of the steamer threw part of his saltpeter overboard in the chase, but there was enough left (30 tons) to condemn the vessel.

I sent the captain and two engineers home in the prize and retained the rest on board here.

As our prize crew was small, and some of them sick, I ran no risks of recapture. Will you please instruct me, sir, how I am to send the rest of the witnesses on to New York? All papers were sent to the marshal of that district, according to law, etc.

I am of opinion that the running of Charleston blockade can be effectually put a stop to by a little attention to the probable course vessels will take going to and running out of that port. Anticipating

from what I heard that some steamers would run the blockade about the 20th July, I steered for a point where I supposed I should find one, and was not mistaken in my calculations, and had I not been under orders to "make no delay" I should have looked for the other two steamers, and I think with success, though one of them, the *Hero*, a side-wheel steamer, steams 16 miles an hour—over two knots to our one.

I herewith enclose extracts from our log book, showing the attempts of the *Tubal Cain* to escape, etc.

I have the honor to remain, very respectfully, your obedient servant.

DAVID D. PORTER,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Extract from the log of the U. S. S. Octorara, July 24, 1862.

From 8 to meridian, as per log: At 9 inspected at quarters. Passed a brig standing to the northward. Exercised pivot gun. Drilled marine guard. At 9:30 a sail was reported from aloft, which was soon made out to be a steamer, bearing N. N. E., with no sails set. At about 10 the steamer made sail. At 10:15 the stranger in sight from the deck, she being a three-masted propeller, standing to the northward and westward. Altered our course so as to head for her, when she altered her course to the northward and eastward. At 11 gaining fast on the stranger. She took in all sail. At 12 about 6 miles astern of the steamer, gaining on her fast.

A. N. GOULD,
Acting Master.

From meridian to 4 p. m.: At 1, within a mile of the stranger steamer; fired a howitzer to bring her to, when she hoisted English colors but continued steaming ahead. At 1:05 fired a shell from the 100-pounder rifle, which passed over her. The stranger stopped her engine. At 1:10 spoke the English steamer *Tubal Cain*, from Nassau. Stopped our engines and sent second and third cutters, in charge of Lieutenant Brown and Acting Master Gould, to overhaul the *Tubal Cain*. At about 1:40 second cutter returned, bringing the captain, first mate, several of the crew, and a passenger on board. Also the steamer's papers. Seized the English steamer *Tubal Cain* as a prize to this vessel. After putting the prize crew on board, returned the captain and engineers to their vessel. Retained on board of this vessel, Thomas Bedford, first mate; Arthur Daly, second mate; Jos. Convary, carpenter; James Stephens, cook; Edw. Doherty, fireman; James Dorsey, fireman; Thomas Schroeder, fireman; William Simpson, seaman; William Thompson, seaman; Alexander Curry, seaman; Nathan Lovy, passenger; Christian Anderson, passenger.

GEORGE W. WEEDEN,
Acting Master.

I certify that the above is a correct copy.

GEO. BROWN,
Lieutenant and Executive Officer, U. S. S. Octorara.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, regarding operations of that vessel on blockade duty.

U. S. S. HATTERAS,
Blockading Berwick Bay, July 25, 1862.

SIR: In my last report to you, by a prize sent to Key West, I should have mentioned that I boarded and warned off the English schooner *Richard O. Bryan* (which was subsequently destroyed near Galveston by the *Rhode Island*), her papers being correct and her destination Matagorda, the strong westerly winds and error in chronometer being urged as an excuse for her being so much to the eastward of her position. Not having much confidence in the statement, I ran to the southward the following day to see if I should intercept her running into the Sabine. It appears she was found in communication with the shore to the south of this by the *Rhode Island* and destroyed.

Returning to my station, I discovered a steamer lying at anchor in the entrance to Lake Calcasieu, and sent in boats to cut her out; but finding that she was the only property of a Union man who had a family of 13 daughters, and that her boiler was burned out, engines out of order, and of no use to us and could be of none to the rebels, I left her with her owner, a foreigner by the name of Goss, who has been long a resident of Louisiana, but lately removed here, to get out of the way of the rebels, as he alleges. He gave me fresh provisions for the crew and would accept no pay.

Farther east, but west of my station, I overhauled the stern-wheel steamer *Indian No. 2*, that was bound from the Sabine to Berwick and New Orleans, and stood for me with the white flag flying.^a * * *

From her crew I learned that the Confederate steamer *Victoria*, that escaped the *De Soto* in the Baratavia Bay some months since, entered the Sabine under English colors just before they left, having on board guns, powder, etc., and that there was a schooner lying there loaded with cotton, ready for sea, also with English papers.

During the coming month I shall be obliged to leave here for coal and provisions, whether relieved or not.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS.

Flag-Officer D. G. FARRAGUT,
Commanding Western Division, Gulf Blockading Squadron.

Report of Commander Porter, U. S. Navy, commanding U. S. S. Octorara, regarding the performance of that vessel.

U. S. S. OCTORARA, *July 25, 1862.*

SIR: Not having had an opportunity to make a report on the performance of this vessel, I do so now. I joined her in the early part of April, since when she has been continually under steam, moving about night and day, without a chance of drawing her fires. She has performed well during all that time, keeping up with the steamers of the flotilla, with a heavy tow (going up and down the river), though the majority of them without tows are faster vessels.

^a See p. 76.

Her engine is an excellent one of the kind, though defective in small matters. For instance, her blow-off pipe, near the bottom, has no Kingston valve, and she might go to the bottom at any moment if the pipe broke near the base. It was calculated never to use this pipe except to blow out the boilers, the fresh water condenser being supposed capable of supplying them with fresh water. This, however, is not the case, and the boilers have to be blown at times to freshen the water. The frame of the engine is not strongly braced, which will have to be done the first opportunity.

The *Octorara* leaks badly, from what cause I do not know. She makes as much now as 16 feet per day, or 8 inches an hour, and requires the pump to be constantly going. At times the leak stops altogether, but only for a short period. It is hard on the men, and if the pumps or engine should give out, there is little chance of saving the vessel.

The *Octorara* is a good sea boat, but not fast. She will steam 8 knots under favorable circumstances, and will make $9\frac{1}{2}$ with a fair wind and all sail set, but with a fresh wind ahead she won't make more than 3 or 4 knots; if that.

She does not steer well except when she has a heavy tow alongside, which she handles with ease and turns with quickly, and in a very short space. She is a strong, well-built vessel, and carries her battery without feeling it. She should have two IX-inch guns aft on Marsilly carriages, instead of the IX-inch pivot she now has; it takes up all the quarter deck, and prevents a hatch being cut over the wardroom for the proper ventilation of the vessel. Had this steamer been provided with more power (4 inches more cylinder and one-third more boiler) she would have turned out one of the best vessels in the Navy. She carries a large amount of coal, and can steam for thirteen days; less coal and more power would have given her 6 inches less draft than she has now, and she would have made her passages in exactly one-third less time. For instance, she would go from New York to Key West in four and five-tenths days, with an expenditure of 72 tons of coal, whereas she can not, under the most favorable circumstances, do it now under seven days, and at an expenditure of 84 tons of coal.

The internal arrangements of the vessel are bad. Constructors who do not go to sea can not be expected to know much about such matters. The wire rigging which was placed over her mastheads at my request is a great improvement on rope rigging, much cheaper in the long run, as it lasts as long as the ship, and I recommend it for all steamers in the Navy.

The bad steering of the vessel is owing to the heavy sternpost outside of the rudder, 8 square feet of the surface being presented to the water every time the rudder is moved. If the outer sternpost was made of composition metal, a little more than the thickness of the rudder, it would much improve the steering.

I like the plan of double-end vessels, but think it could be much improved on if constructors would consult with practical men. Anyone who sees the *Miami* will discover very soon that she is a great failure, while the *Octorara*, intended to be the same kind of vessel, came near being an unexceptionable steamer.

The *Octorara* fails, though, in the most essential requisite of a vessel of war—that is, in speed. She can not catch any of the class of

vessels frequenting shallow places on our coast, nor could she escape from a vessel of moderate speed and superior force.

She must, therefore, be considered a failure as a vessel of war.

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

DAVID D. PORTER,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary Navy.

[Endorsement.]

Commander Porter may not have been consulted by the naval constructor with regard to the internal arrangements of the *Octorara*, but other naval officers were on all points. It is believed the constructors are willing to consult practical seamen of the Navy.

J. L.

Order of the Secretary of the Navy to Commander Porter, U. S. Navy, commanding-U. S. S. Octorara, to report to the Department.

NAVY DEPARTMENT, July 25, 1862.

SIR: Immediately upon your arrival at Hampton Roads you will proceed without delay to Washington, D. C., and report in person to the Department.

I am, respectfully,

GIDEON WELLES.

Commander D. D. PORTER, U. S. Navy,
Hampton Roads, Va.

Joint expedition in vicinity of Pass Manchac, July 25-28, 1862.

Report of Major Peck, Twelfth Connecticut Infantry, commanding expedition.

CAMP PARAPET,
Carrollton, La., August 4, 1862.

SIR: The expedition directed by orders of July 25, 1862, from headquarters of this department returned on the 2d of August. I have to submit the following report of our operations:

On the evening of July 25, with five companies of the Twelfth Regiment Connecticut Volunteers and a section of Captain P. E. Holcomb's Second Vermont Battery, I embarked on board the boat *Grey Cloud*, commanded by Lieutenant Buchanan, U. S. Navy. We left the wharf about midnight and arrived at Pass Manchac soon after daylight on the morning of the 26th. As we approached the bridge Captain Holcomb sent forward a shell from his Sawyer gun, which had the effect to draw from one of the houses a rebel scout, who immediately ran up the railroad in the direction of Camp Moore. He was fired after, and as soon as a squad of men could be landed, was pursued across the island to the North Pass, where he plunged into the stream and escaped. We examined the buildings and found the musket and equipments of the soldier, bunks, parts of uniforms, and other evidence of recent military occupation. As the place was evidently used as a rendezvous for spies and scouts I directed it all to be burned. The part of the bridge north of the draw had been previously destroyed. We burned the remainder. I am aware of noth-

ing remaining at Pass Manchac more combustibile than railroad iron and water-soaked piles.

* * * * *

On the 27th we sailed up the Tchefuncta [Chefuncte] River. When opposite Madisonville we were fired upon by the guerrilla picket stationed there. We responded with a shot from one of the 32-pounders of the boat, sent through the street from which the firing came. Fortunately none of our party was struck, though a bullet passed disagreeably near to a group of officers standing on the forward deck.

At a point about 3 miles below Covington our further progress was obstructed by three sunken gunboats, from which the guns have been recently removed. At this point we heard the shots of the guerrillas' pickets, and the long roll was sounded in two different directions not far from us. We landed here and marched to Covington. On our way we learned that several bands, of from 6 to 50 each, had passed near us after our landing, with the intention of concentrating at some point to meet us.

* * * * *

We carried the national flag through the principal street of the city. White flags were hung from many of the houses, and citizens waited upon us to request that license might not be given for the commission of any outrage such as their previous experience led them to expect. Of course no liberties were taken by our troops. Owing to the intense heat we shortly returned to our boat. On our way back we were informed by friendly persons that guerrillas were gathering on the banks of the river below to oppose our passage to the lake. I regret to report that during this march two men fell from sunstroke and died before night.

As the boat was about leaving we were surprised with a volley of musketry from the thick bushes which cover the river banks. Our men immediately sprang to their arms and returned the fire with steadiness and spirit. Captain Holcomb almost instantly sent a charge of canister after them, and Lieutenant Buchanan brought his 32-pounders to bear with terrible effect. Of course their fire was soon silenced. The scars upon the boat are evidence of its severity.

Our casualties were marvelously few, considering our exposed position. Only 3 men were wounded, and none of them seriously—1 soldier and 2 sailors. We cleared a passage for ourselves out of the river, at each turn firing shell and canister into the thick bushes upon the shore and sending an occasional shell back into the woods from Captain Holcomb's 20-pounder Parrott. We were not fired on again, but could frequently see armed men retreating into the woods.

* * * * *

On August 1 we visited Lewisburg. All the docks and landings at this place, and at Mandeville, 2 miles distant, were burned by a party of guerrillas some two weeks since. * * *

We then revisited the Tchefuncta as far as Madisonville. The picket which has been stationed there has been removed. The town was deserted, and nearly every public and private building closed.

Despairing of finding an enemy who would stand fire within the circuit designated for our expedition we thence returned to camp * * *

I am especially indebted to Captain Holcomb, whose large experience in service of this character has been of great assistance to me.

Lieutenant Buchanan was untiring in his efforts to promote the comfort of the men while on board his boat. Any comment upon his bearing in action would be superfluous.

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

FRANK H. PECK,

Major Twelfth Regt. Connecticut Vols., Comdg. Expedition.

Captain R. S. DAVIS,

Acting Assistant Adjutant-General, Department of the Gulf.

[Telegram.]

PONCHATOULA, LA., *July 27, 1862.*

The following dispatch just received from Captain Slocum:

Federals, 200 or 300 strong, on steamer *Grey Cloud*, 1½ miles below Covington. The *New London* is lying out below Mandeville.

I have only 25 effective men.

W. D. L. McRAE.

General RUGGLES.

[Telegram.]

PONCHATOULA, LA., *July 27, 1862.*

Have received another dispatch from Captain Slocum. Four hundred Yankees landed in Covington; put out pickets. *New London* and *Grey Cloud* lying off 1½ miles. Captain Bredow was here from Van Buren; says the detachment ordered there has no corn or provisions; will leave there to-morrow.

W. D. L. McRAE.

General RUGGLES.

[Telegram.]

TANGIPAHOA, [LA.], *July 27, [1862].*

Will give orders soon about forces to meet Federals at Covington. General Breckinridge will soon be here, and I await his arrival to make further moves. Keep me advised of the movements of the enemy. Keep a strong picket of rangers at Van Buren and on railroad below. Concentrate rest toward Covington to watch enemy.

DANIEL RUGGLES,
Brigadier-General.

Captain [W. D. L.] McRAE,
Ponchatoula.

[Telegram.]

PONCHATOULA, LA., *[July] 28, 1862.*

The enemy have all left Madisonville; not a sail in sight. Will leave for Camp Slocum early in the morning. Will concentrate troops as ordered.

J. DE BAUN,
Major.

General RUGGLES.

[Telegram.]

U. S. S. OCTORARA,
Hampton Roads, July 26.

SIR: I have the honor to report the arrival of this vessel. The twelve mortar vessels left South West Pass for this place July 17.

Respectfully,

DAVID D. PORTER,
Commander, U. S. Navy.

HON. SECRETARY NAVY.

Report of Commander Porter, U. S. Navy, commanding U. S. S. Octorara, announcing his arrival at Hampton Roads.

U. S. S. OCTORARA,
Hampton Roads, July 26, 1862.

SIR: I have the honor to report the arrival of the *Octorara* at this place. Your order to proceed north with twelve of the mortar schooners and the *Octorara* was received July 9, 1862, in the evening, and on the morning of the 10th the vessels were underway down the river. Having no pilots, we had to proceed with caution. After filling up in New Orleans with shells and powder, the vessels proceeded to South West Pass, where they were detained two days by a gale of wind. They sailed from there on the 17th day of July and will likely arrive in Hampton Roads about the 10th of August, as the winds are very light this season of the year. The officers and crew of the *Octorara* are much enfeebled by sickness contracted in the river, and there are many sick in the mortar schooners. Enclosed is a list of the officers on board.

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

DAVID D. PORTER,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Preble, U. S. Navy, commanding U. S. S. Katahdin, previous to the withdrawal of the former from the Mississippi River.

FLAGSHIP HARTFORD,
Baton Rouge, July 27, 1862.

SIR: You will remain at this place as a part of the protecting force to the army, and also to assist in the police of the river between this point and Vicksburg should it become necessary, although I have no idea that your services will be required beyond the mouth of Red River. Flag-Officer Davis has assigned this portion of the river to Commander W. D. Porter, and I am directed by the Department to add one or two gunboats to his force if required, and I think the *Kineo* and *Katahdin* will be all-sufficient. I presume you will lie at Baton Rouge generally for the protection of the troops, while the *Essex* and *Sumter* will look to the river above. I will make arrangements at New Orleans for having your supplies sent up as occasion

may require, and for which you will apply to the commanding naval officer at * * *.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Lieutenant Commanding GEO. H. PREBLE,
Commanding U. S. Gunboat Katahdin.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. Essex, regarding the assignment of the U. S. gunboats Kineo and Katahdin to duty off Baton Rouge.

FLAGSHIP HARTFORD,
Baton Rouge, July 27, 1862.

SIR: I have directed two gunboats, the *Katahdin* and *Kineo*, to remain at this place as a protecting force to the troops and also to assist you in maintaining the police of the river so far as they can without withdrawing their protection from the troops, but as neither of the vessels is in condition to go to sea, and may do good service here, they may not be very efficient to do much running, as they are much out of repair in their machinery, but they will be subject to your orders. Their supplies will be sent up to you by application to the senior officer at New Orleans. I saw yesterday a large quantity of coal at Bayou Sara, and there is also reported to me by Lieutenant Commanding Ransom 1,200 or 1,500 tons at this place, near where you lie at present. Wishing you a pleasant time and speedy restoration to health, I remain,

Very truly, your friend and obedient servant,

D. G. FARRAGUT.

Commander W. D. PORTER,
Commanding Gunboat Essex.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, regarding the capture by that vessel of the Confederate brig Josephine, from New Orleans.

U. S. S. HATTERAS,
Blockading Berwick Bay, July 28, 1862.

SIR: I have the honor to inform the Department that I this morning captured the rebel brig *Josephine* off Ship Shoal, out of New Orleans, via one of the passes leading into Berwick Bay, having loaded and left New Orleans before the fleet went up, bound to Havana, with 322 bales of cotton. The master hoisted English colors and threw away his Confederate papers as soon as he made us out, saying when he came on board, that he knew the vessel, but thought we were farther west; that he was a good prize, etc. Reports several vessels having lately run into the Sabine River.

It would have been more convenient to have sent this vessel, as I have others, to Key West for condemnation, but thus far I have not been able to get anything condemned there, from the simple fact that I have not sent the master of the vessel with her.

In the case of the rebel schooner *Magnolia*, out of Berwick Bay, with cotton, under Confederate papers, bound to Havana, captured and sent to Key West last May, I sent the second officer and cook, and retained the master, as I could only spare a small prize crew, and considered him a dangerous man, being a violent secessionist, and having lately been a pilot on board of one of the rebel rams in the Mississippi. I intended to have sent this man home from New Orleans, with other prisoners, but upon my subsequent arrival at New Orleans I received an order from the flag-officer to set all my remaining prisoners at liberty, this man included, whose testimony could not change the character of the vessel, and under all the circumstances, I think, could not be relied upon. Yet the prize commissioners are waiting this man's testimony to condemn a rebel vessel and cargo that was caught in the act of running the blockade, with no conflicting evidence in her favor.

In the case of the sloop *Elizabeth*, another rebel vessel trying to run the blockade, I sent her crew, consisting of two men, to Key West in the prize, and landed the master on the coast, at his request, he being quite sick. I have not yet heard from her. The evidence was also conclusive in this case.

I enclose a descriptive list of those found on board, specifying those sent with the prize and those retained to be landed in this coast, sending duplicates to the judge of the prize court at Philadelphia, Pa., placing all in charge of Acting Master Cruse, whom I have directed to return to this vessel by the earliest opportunity.

There has been no change in the officers and crew since the last quarterly returns, except the addition of Master's Mate A. H. Berry.

I also enclose the only scrap of paper found on board of this vessel, by which it would appear that our flag-officer is still up the Mississippi.

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

GEO. F. EMMONS,
Commander.

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

Letter from the Secretary of the Navy to the Secretary of War, urging prompt action against Vicksburg, Miss.

NAVY DEPARTMENT, July 29, 1862.

SIR: Knowing that you fully concur with me in the importance of capturing Vicksburg and keeping open and unobstructed the Mississippi River, I beg leave to submit an extract from a very instructive and suggestive letter addressed by Commander Porter to Flag-Officer Farragut, dated the 13th instant, a copy of which has been forwarded to this Department. The long detention of so large a naval force before Vicksburg, in consequence of the absence of a sufficient land force to cooperate with the navy in taking and holding the place, is, I am aware, a source of regret to you as well as myself.

It is a pressing necessity that so important a place should not be held by the rebels.

While it is in their possession, it not only interrupts navigation and keeps our squadron unemployed, but impairs its efficiency in cutting

off communication and transportation of stores and troops to sustain the enemy.

Excuse these suggestions, which you will appreciate, and which are made *en passant* in transmitting the extract from Commander Porter's letter.

We can not have a rigid river police and effective interdiction between the opposite shores while Vicksburg remains an obstacle to prevent, or at least retard, operations.

I would invite especial attention to the remarks in relation to General Williams and his force, and the opinion expressed, that he can go anywhere 30 miles into the interior below Vicksburg, and, supported by the gunboats, destroy the enemy's stores, capture the cattle they have grazing, and be instrumental in keeping open the river.

I place high value on Commander Porter's observations, and his urgent conviction that prompt action should be taken induces me to communicate his views to you.

I am, respectfully, your obedient servant,

GIDEON WELLES.

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

Report of Flag-Officer Farragut, U. S. Navy, of arrival at New Orleans, with five vessels of his command, with account of an attack upon the C. S. ram Arkansas.

No. 152.]

FLAGSHIP HARTFORD,
New Orleans, July 29, 1862.

SIR: I am happy to inform the Department that I arrived here yesterday about noon with the ships *Brooklyn*, *Richmond*, and *Hartford*, and gunboats *Pinola* and *Kennebec*, the other gunboats, excepting the *Katahdin* and *Kineo*, left at Baton Rouge for the protection of the troops, having preceded me.

On the 20th instant I received the order of the Department to drop the ships down the river and not to risk them before the batteries more than possible. The river had fallen very much, and my anxiety was great that I should not be able to get the large ships down; unfortunately, the ironclad ram *Arkansas* came down on the 15th before I received your order, and her commander being satisfied by the reception we gave her that she was not shot-proof kept her close in under the forts, which are mounted with VIII and X inch columbiads and 50-pounder rifles.

Still Flag-Officer Davis was determined that as Commander W. D. Porter thought his vessel, the *Essex*, was shot-proof he would make an attack on the ram and drive her down to us or destroy her. He had also determined to let the *Sumter* run at her, and to let Colonel Ellet also attack her with one of his rams. The ram lay between the two forts at the upper bend of the river, about 4 miles above our fleet.

It was stipulated that I was not to pass up the river, but be ready to receive her if she attempted to come down. Unfortunately, the attack was a failure. The *Essex* ran at the ram, but being so clumsy they let the bow of the ram swing off from the shore, so that the *Essex* ran fast aground, but she delivered her three IX-inch guns into the ram at not more than 10 or 12 feet, and those who saw the ram afterwards say that

she had a large hole knocked into her. Colonel Ellet's ram also ran at the ironclad, but the fire from the forts and ram so damaged her that it was with difficulty she got back to her anchorage, and it is only remarkable that she was not destroyed; we do not know that she damaged the ram. The *Sumter*, from some misunderstanding, did not go in.

This was a daring act on the part of Colonel Ellet, and one from which both Flag-Officer Davis and myself tried to deter him.

The *Essex* after she got afloat ran down to our fleet through a storm of shot and shell, and strange to say not a shot struck her after she left the upper forts. She was only penetrated by three projectiles from the ram and forts, viz, one IX-inch and one 50-pounder rifle solid shot, and one 50-pounder conical shell. The last went through the casemates about 6 feet from the forward corner and exploded inside, killing 1 man, and wounding 3, which was nearly all the damage done the crew. The IX-inch solid shot penetrated the forward casemate nearly amidships, passed through the iron, but did not go through the wood. The 50-pounder rifle passed through the port quarter, and lodged in the wardroom, doing no harm, but of course each of these shots started the wood and iron considerably, and other shot in the same vicinity would have done much damage.

I waited a day or two for General Williams to make his preparations for leaving, as he had determined to do so, not having well men enough to take care of the sick ones. When all was ready I settled with Flag-Officer Davis that Commander W. D. Porter was to take charge of the lower part of the river with the *Essex* and *Sumter*. I do not, however, consider this force sufficient, for there are two gunboats in Red River and two in the Yazoo. I presume Flag-Officer Davis will destroy those in the Yazoo, and my gunboats chased the *Music* and *Webb* up the Red River, but drew too much water to go far.

As will be seen by the enclosed copy of a very interesting report* of Commander D. D. Porter, the mouth of the Red River is now one of the most important points on this whole river, as the enemy is getting his supplies from thence for his army east of the Mississippi. It will therefore be well to direct Commander W. D. Porter to keep his vessels there, and the crossing will be stopped entirely. I do not know whether the ironclad ram *Arkansas* will attempt to come down the river, but if she ever gets under the guns of one of my ships I hope to give a good account of her, but to attack her under the forts with the present amount of work before us would be madness.

I shall leave in the river, for the protection of General Butler and his troops, the *Pensacola*, *Mississippi*, and *Portsmouth*, and as fast as the other vessels can be coaled and their most serious damages repaired, I shall send them around to Pensacola and Mobile. I shall go in this vessel to Ship Island, and from thence to Pensacola, to make my final arrangements for our future depot. It is so difficult, however, to repair vessels at Ship Island that I think there can be but little comparison between the two places, provided that we can maintain ourselves at Pensacola. I shall take with me from this place some half dozen ship carpenters, so as to go on with the temporary repairs to my vessels. There are not more than two or three vessels

* See Porter to Farragut, July 13, 1863.

in the whole fleet that do not require a month or two in dockyard for repair. Although we have scarcely any of our vessels struck very frequently, still these large shot tear a ship to pieces terribly when they do go through.

I am obliged to expend a great deal of money on some of these vessels before they are safe to go outside, and even then, if they should be so unfortunate as to encounter a gale, it is a question but what they would be worked to pieces. Still I shall do no more than is necessary, and will get them out on the coast to look after Captain Semmes at as early a day as practicable. I hope by the end of this week to have them all in the vicinity of Mobile.

If the Government have no troops to send me, how does the Department design that I shall hold those places that I am fortunate enough to capture?

I have the honor to be, very respectfully, your obedient servant,
D. G. FARRAGUT,
Flag-Officer, Comdg. Western Gulf Blockading Squadron.

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

Report of Flag-Officer Farragut, U. S. Navy, regarding the prevalence of scurvy.

No. 153.]

FLAGSHIP HARTFORD,
New Orleans, July 29, 1862.

SIR: On my arrival at Ship Island, if the *Santee* has not already gone north, I will send her home immediately, as I hear that the scurvy is raging to a frightful degree on board of her. We have had as high as 80 on the sick list, and in some of the ships 100, but the cases have, with but few exceptions, proved mild; they recover slowly, and I am in hopes that the sea air will bring them up.

I would like to let the men go on liberty here; they are so anxious for it, and feel the confinement on shipboard so much that it makes them dissatisfied. I will do so if I can and where I can, as I think satisfaction is a great element in war.

Very respectfully, your obedient servant,
D. G. FARRAGUT,
Flag-Officer, Comdg. Western Gulf Blockading Squadron.

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

Report of Commander Renshaw, U. S. Navy, commanding division of Mortar Flotilla, regarding repairs to vessels.

U. S. S. WESTFIELD,
New Orleans, July 29, 1862.

SIR: I have the honor to inform you that upon my arrival at this place I found the steamers *Jackson*, *Clifton*, and *Miami* undergoing repairs, by the order of Commander Porter, the two latter requiring some two or more weeks to complete them; the former will be ready

for service in a few days. The *H. Lane*, after towing the mortar schooners down the river, will proceed to Pensacola, where all the Mortar Flotilla have been directed by Flag-Officer Farragut to rendezvous. * * *

While the *Miami* is undergoing repairs, I have directed Acting Lieutenant Townsend to assume the temporary command of her, intending, if it meet the approbation of the Department, to take the permanent command of her upon her arrival at Pensacola, Acting Lieutenant Townsend relieving me in the command of the *Westfield*.

The mortar schooners will require repairs before they will be in efficient service condition, and the crews of all the vessels of the flotilla are so much enervated by the climate and constant use of salt provisions that time and proper food will be found necessary to restore them to the state of health requisite for efficient active service. The *Westfield* alone has had some 20 cases of fever, and upward of 20 men are now under the effects of scurvy.

There are five officers condemned by survey that will go north by the *Connecticut*. * * *

Respectfully, your obedient servant,

W. B. RENSHAW,
Comdg. Division of Mortar Flotilla,
operating with West Gulf Blockading Squadron.

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

Report of Lieutenant Smith, U. S. Navy, announcing the arrival of mortar vessels at Hampton Roads.

U. S. MORTAR SCHOONER NORFOLK PACKET,
Hampton Roads, July 31, 1862.

SIR: I have the honor to report the arrival at this place of the following-named vessels of the Mortar Flotilla: *Norfolk Packet*, *Arletta*, *Sophonra*, *Para*, *C. P. Williams*, *Racer*, *William Bacon*, *T. A. Ward*, *Adolph Hugel*, *Matthew Vassar*, *George Mangham*, *Dan Smith*.
Respectfully, yours,

WATSON SMITH,
Lieutenant, Commanding.

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

Report of Lieutenant Smith, U. S. Navy, giving names of mortar vessels at Hampton Roads and their commanding officers.

U. S. MORTAR SCHOONER NORFOLK PACKET,
Hampton Roads, August 1, 1862.

SIR: In accordance with an order from Commander D. D. Porter, I send the following list of the vessels composing this division of the Mortar Flotilla and the names of their commanders:

Norfolk Packet, Lieutenant Commanding Watson Smith.
Arletta, Acting Master Thomas E. Smith.

Sophronia, Acting Master Lyman Bartholomew.
Para, Acting Master Edward G. Furber.
C. P. Williams, Acting Master Amos R. Langthorne.
Racer, Acting Master Alvin Phinney.
William Bacon, Acting Master William R. Rogers.
T. A. Ward, Acting Master William S. Babcock.
Adolph Hugel, Acting Master James Van Boskirk.
Matthew Vassar, Acting Master Hugh H. Savage.
George Manham, Acting Master John Collins.
Dan Smith, Acting Master George W. Brown.

Respectfully, yours,

WATSON SMITH,

Lieutenant, Commanding First Division Mortar Flotilla.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Roe, U. S. Navy, to relieve Lieutenant Preble, U. S. Navy, in command of the U. S. S. Katahdin at Baton Rouge.

U. S. FLAGSHIP HARTFORD,
New Orleans, July 30, 1862.

SIR: You will consider yourself detached from the U. S. steam sloop *Pensacola*, and you will take passage in the first steamer for Baton Rouge and relieve Lieutenant G. H. Preble in the command of the gunboat *Katahdin*. You will continue to Baton Rouge as a protection to the United States troops under General Williams, but should your services be required by Commander Porter to assist him in his encounter with the enemy, you will do all in your power to that end, together with the *Kineo*. You will write me from time to time by the steamers coming down to this place in order that I may be posted as to the movements of the enemy above Baton Rouge.

It is particularly necessary that [I should have the] earliest notice of the movements of the ram down the river.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Lieutenant F. A. ROE,
U. S. S. Pensacola.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Preble, U. S. Navy, to assume command of the U. S. S. Oneida, and proceed to blockade duty.

FLAGSHIP HARTFORD,
New Orleans, July 30, 1862.

SIR: You will deliver over the command of the *Katahdin* to Lieutenant F. A. Roe and repair to New Orleans and take command of the U. S. S. *Oneida* and prepare her for sea immediately, and report

yourself to Commander Hitchcock, off Mobile, for duty on the blockade.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Lieutenant Commanding GEO. H. PREBLE,

Commanding U. S. Gunboat Katahdin.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, regarding the importance of retaining Federal forces at the mouth of Red River.

FLAGSHIP HARTFORD,
New Orleans, July 30, 1862.

DEAR CAPTAIN: The officers who went up to the mouth of Red River report that the gunboats *Webb* and *Music* are still there looking out for our transports and for the conveyance of cattle and provisions and stores over to the eastern shore of the Mississippi. It is represented as the most important point on the river for our forces to be at present. The Red River will soon be too low for the gunboats to come out. Your brother David has written a very excellent letter on the subject, which I have sent to the honorable Secretary of the Navy. I hope you will look to it. The gunboats can take care of Baton Rouge.

When you are in want of provisions, etc., write down to Captain Morris, who is the commanding officer here, and he will send them to you, and the pay for them will be arranged with the Department afterwards.

Very respectfully and truly, yours,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Commander W. D. PORTER,

Commanding U. S. Gunboat Essex.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Eagle, U. S. Navy, commanding U. S. frigate Santee, regarding the disposition of ordnance and other stores on that vessel.

FLAGSHIP HARTFORD,
New Orleans, July 30, 1862.

SIR: You will leave all ordnance and other stores that are not actually necessary to take your vessel to Boston on board of the *Potomac*.

I will be at Ship Island in a day or two on my way to Pensacola.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Captain HENRY EAGLE,

Commanding U. S. Frigate Santee.

Unofficial report of Commander Hitchcock, U. S. Navy, commanding U. S. S. Susquehanna, urging the need of an increased force of steamers on the blockade off Mobile

U. S. S. SUSQUEHANNA,
Off Mobile, Ala., July 31, 1862.

MY DEAR SIR: My position is an awkward one and not at all pleasant. Your order to come here and stop, and the one in relation to Porter, is all I have. Not the first word from Farragut. No communication with anyone.

The rebel steamers have again made their appearance in Mississippi Sound. Now, if there is not something at Ship Island to afford protection besides the *Potomac* (which was outside the bar) the transports are in danger. The steamers of the rebels are fast—at least two of them. They can pass down the [Mississippi] Sound without our knowledge and take any of the transports bound to Ship Island.

A fine steamer ran in on the 25th. We think it was one of the sound boats, the *California* or *Cuba*, with her upper works taken off. They are both very fast. Captain Febiger, who has been a passenger in them, tells me they will go over 15 knots.

Do, in mercy, send some steam vessels here that we may look out for this place. Do all we can, it is impossible to keep steamers out if they wish to go in. It will not be long before you hear of some of our vessels being taken if there are not some steam vessels to look out between this and Ship Island.

I do not think the *Preble* and *Bohio* are of the least use here, but in the way. The times of many of the men are out (one-year men), their allotments are stopped, and they can not get extra pay, not being on a foreign station (at least so they think).

What is to be done with the men whose time expires? I have no orders and am in the dark as to everything in relation to this squadron.

We shall soon have to go to Ship Island or Pensacola for coal, which will take a week or ten days. The ship is not fitted to take in coal expeditiously; in fact, is a dozen years behind the times, battery and all.

The two next months will no doubt give us bad weather, and, if a heavy gale, we will stand a bad chance with our defective shaft.

If I had been ordered to the ship and told to go to sea when she was ready, I should have made a statement of her defects, which embrace almost everything about her.

I think they have made this place so strong that it can not be taken without a regular investment. Four months since they had but two fire companies in Fort Morgan.

God grant we have no more bad luck, but I fear it without we get some more steam vessels soon.

The steamers sent by General Butler from New Orleans to this place for flour, stopping at Ship Island, had the means put in their hands to furnish all the information possible of our defenseless condition.

If some firewood could be sent out by the provision steamer for our use it would be a great convenience.

On the morning of July 31 six men came off from Fort Morgan. The following is a memorandum obtained from one of these deserters:

Outside parapet guns around Fort Morgan.—Light-house battery, 12 guns, 32-pounders, smoothbore; battery to right of light-house, 5 guns, 32-pounders, smoothbore; battery to left of light-house, 2 guns, 32-pounders, smoothbore; north-side battery, 1 gun, 32-pounder,

smoothbore; northeast, 1 gun, 32-pounder, rifled; east corner, 1 gun, 32-pounder, smoothbore; southeast corner, 2 mortars, X-inch; south corner, 1 mortar, 32-pounder, rifled; southwest, 1 mortar, 32-pounder, rifled.

Casemate guns.—South side, 4 24-pounders, smoothbore, 1 42-pounder, smoothbore; west side, 8 howitzers, 24-pounders, smoothbore; north side, 6 howitzers, 24-pounders, smoothbore; east side, 2 howitzers, 24-pounders, smoothbore.

Parapet guns above the casemates.—Bastion No. 1, north side, 3 24-pounders, smoothbore, 1 24-pounder, smoothbore; bastion No. 2, east side, 4 24-pounders, smoothbore, 1 32-pounder, rifled; bastion No. 3, south side, 2 24-pounders, rifled, 2 32-pounders, rifled, 1 X-inch columbiad; between east and southeast, 4 32-pounders, rifled; southeast bastion No. 4, 2 32-pounders, rifled, 1 32-pounder, rifled Dahlgren, 2 24-pounders, smoothbore; south curtain, 1 X-inch columbiad, 2 Dahlgren, 8-inch, 1 X-inch, rifled to a 32-pounder; bastion No. 5, 4 32-pounders, smoothbore; southwest, 2 32-pounders, rifled, 1 X-inch columbiad (34 guns in all).

The whole fort contains 79 guns in all. No batteries put up between the fort and the island up to the Perdido. Two cavalry companies—one 85 men strong between the fort and Perdido River; the other at Navy Cove, stationed there doing picket duty.

Strength of Fort Morgan: One battalion, First Alabama, consists of artillery, 6 companies about 500 strong, and 2 light artillery companies, about 200; about 700 in all, besides the cavalry. Colonel Powell, commander.

Fort Gaines has about 30 guns, mostly rifled 32-pounders, including 2 Dahlgrens, and has 6 companies for garrisons.

Gunboat *Morgan* carries 10 32-pounders, rifled.

Gunboat *Gaines* carries 10 32-pounders, rifled.

Gunboat *Florida* carries 4 rifled guns.

The ram *Baltic* has 4 guns below, 2 Dahlgrens and 2 32-pounder rifles, and 2 small brass pieces upstairs.

Truly, yours,

R. B. HITCHCOCK,
Commander.

G. V. FOX, Esq.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Alden, U. S. Navy, commanding U. S. S. Richmond, to proceed to Pensacola, Fla., touching at Mobile.

U. S. FLAGSHIP HARTFORD,
New Orleans, July 31, 1862.

SIR: You will proceed from here to Pilot Town and collect together such articles as you left there, then proceed to Pensacola, touching off Mobile to see the state of things there. Should your presence be deemed necessary you will remain there until I arrive, but if not you can run over to Pensacola and make your repairs to your engines, etc., and get your ship ready for blockading service.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Commander JAMES ALDEN,
Commanding U. S. Steam Sloop Richmond.

Report of Commander Hitchcock, U. S. Navy, regarding the escape of a steamer into Mobile, and urging the need of additional steamers at that point.

U. S. S. SUSQUEHANNA,
Off Mobile, Ala., July 31, 1862.

SIR: I regret to have to report that on the morning of the 25th instant a steamer ran into the port of Mobile. She was discovered at daylight close under the land to the eastward of Fort Morgan. The *Kanawha* and this ship endeavored to cut her off, but were unable to do so. The *Kanawha* had just returned from a night cruise along the shore to the eastward. The steamer was followed up some distance within the range of fire of Fort Morgan. The rebel naval vessels ran up into Navy Cove and fired across the point of land, but none of their shells nor those of the fort took effect.

The reports are that the defenses of Mobile Bay are about completed and that they have great confidence in being able to hold it. On the 26th one of their steamers passed down the [Mississippi] Sound inside of Dauphin Island. This is their first appearance there for two months.

I have withdrawn the brig *Bohio* from Petit Bois [Island] Pass, as she is not fit to contend with the rebel steamers. We are without information of the other vessels of this squadron, and I have no information that any of my communications have reached the flag-officer.

Placed as we are without being able to communicate with the commander of the squadron, I trust it will not be deemed improper for me to renew my request of July 3, that more steam vessels be sent to this point. It is very mortifying to have vessels run the blockade and know, after all our exertions, we can not prevent it.

Their armed steamers can pass down the sound in the night without our knowledge and thus endanger any of the vessels bound to Ship Island.

We have used all the economy possible in the expenditure of coal, but will soon be obliged to go to Ship Island for a supply, which will leave an inadequate force to meet that of the rebels.

There is great discontent among the men on board the *Preble*, from their detention after the expiration of their one-year service. They say that their allotments have been stopped, and that they will not be allowed extra pay, as they are not on a foreign station.

The *Preble* and *Bohio* are of little use here, and in a calm are at the mercy of the rifle guns of the rebels.

On the morning of July 31, six men came up from Fort Morgan, viz, John M. Vernon, born in England, citizen of the United States; Theodore Shum, born in Germany, citizen of the United States; Joseph Phifer, born in Germany, citizen of the United States; John Lacey, born in England, citizen of the United States; Robert Hanna, born in England, citizen of the United States; James Dugan, born in England, citizen of the United States.

They confirm the reports before reported. Fort Morgan, 90 guns, mounting more; Fort Gaines, 20 or 30. Defenses around the city extensive; the naval force as before reported; the *Baltic* (ram) completed.

Seven regiments have left Mobile three days ago for Chattanooga. Twenty-five regiments under General Bragg's command passed through Mobile on their way to Chattanooga. The design is to sur-

prise General Buell. I shall send these men to New York in the steamer *Connecticut*.

The six deserters brought off a good boat and their arms. I have furnished each of them with a frock, trousers, and a pair of shoes, for which I beg the approval of the Department.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,

Commander and Senior Officer off Mobile.

HON. GIDEON WELLES,
Secretary of the Navy.

Newspaper cutting.

CAIRO, ILL., *August 1.*—The Grenada Appeal of the 28th ultimo, contains Mobile dispatches announcing that the steamer *Cuba* ran the blockade off that port on the 25th. She brought a full cargo of arms, ammunition, medicines, and blankets.

Report of Flag-Officer Farragut, U. S. Navy, regarding the disposition of the U. S. bark Midnight on account of sickness of the crew.

FLAGSHIP HARTFORD,

New Orleans, August 1, 1862.

SIR: I have to report that the bark *Midnight* arrived off South West Pass with forty cases of scurvy, dysentery, and diarrhea, and the condition of the vessel was bad, from the foremast being sprung and fished, and her forerigging rotten. Upon consultation with the fleet surgeon, I determined to send her home, as it will be impossible for such a crew to recruit in this climate.

The *Midnight* has been most active on the west coast of Texas, and has been now constantly on blockade nine months, during which time she has only had fresh provision twenty-four days.

Captain [Acting Volunteer Lieutenant] Trathen appears to be an energetic officer, and is desirous to return again to this station; his crew's times have nearly expired, and it would not be well under any circumstances to send these men back here for some time.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Porter, U. S. Navy, requesting the services of a gunboat at Baton Rouge.

U. S. GUNBOAT ESSEX, *August 1, 1862.*

DEAR SIR: We have received information that Breckinridge is now moving on this place with 6,000 troops. I have moved this vessel 1 mile above the town to command in its rear. The *Kineo* is below half

a mile. The *Katahdin* has all her machinery apart and is opposite the town or city. I hear the rebels are crossing arms and cattle above, and will send up the *Sumter*. We also hear the ram is on her way down to aid in the attack. I hope it is so, we will give a good account of her. I would like you to send up one of your steam gunboats that will work; both of these here are on the doctor's list.

I have the honor to be, very respectfully, etc.,

W. D. PORTER,
Commander.

Flag-Officer FARRAGUT.

Letter from Major-General Butler, U. S. Army, to Flag-Officer Farragut, U. S. Navy, transmitting letter from Commander Porter, U. S. Navy, requesting reinforcement at Baton Rouge.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La., August 2, 1862.

DEAR SIR: I enclose you Captain Porter's letter to me, for your information. I will send him a steam tug, of whose service he can avail himself.

I would strongly urge that one of the light-draft double-enders be sent to him, say the *Westfield*, *Clifton*, or *Miami*, to clear out Red River. As to the suggestions as to fortifying Baton Rouge on the river side, it is simply impossible for want of proper guns. If the fleet can not hold the river against the enemy's rams or other boats, the quicker we abandon Louisiana the better.

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

BENJAMIN F. BUTLER,
Major-General, Commanding.

Flag-Officer FARRAGUT,
Commanding Western Gulf Squadron.

[Enclosure.]

U. S. GUNBOAT ESSEX,
Off Baton Rouge, July 30, 1862.

GENERAL: I have the honor, respectfully, to lay before you the following facts:

After running the blockade at Vicksburg, my orders were to proceed to Baton Rouge, take in supplies, and then to ascend the Mississippi, constantly cruising between this point and Vicksburg.

The gunboats *Katahdin* and *Kineo*, also the ram *Sumter*, were left with me here as a protecting force. The two former boats have their machinery so deranged that they are absolutely useless for active service until thoroughly overhauled and repaired. The *Sumter* has but four men, and the captain of her is the only officer free from sickness.

There are two rebel gunboats up the Red River which should be seen to, but with my present force it would be impracticable to attack them with success without some other light-draft gunboats. The low stage of water in the Red River would prevent the *Essex* going up.

The enemy are also fortifying at Ellis Cliffs, some 20 miles below Natchez, and unless speedily seen to will eventually cause much trouble. A powerful steam tug to tow the *Essex* up the Mississippi, and also to convey sufficient coal supply, I respectfully solicit, may

be sent me as early as practicable. In the immediate neighborhood of this city large bodies of rebel troops are concentrating, and I would respectfully suggest the immediate fortification of the place, both of the land and river side. The ram *Arkansas* is still above water, and could, without doubt, if the *Essex* were absent, retake the city.

Very respectfully, your obedient servant,

W. D. PORTER,

Commanding Division of Western Flotilla below Vicksburg.

General BUTLER,

Headquarters U. S. Forces, Commanding New Orleans, La.

Report of Brigadier-General Williams, U. S. Army, regarding information received concerning Confederate movements near Baton Rouge.

HEADQUARTERS SECOND BRIGADE,

Baton Rouge, La., August 2, 1862.

John Mahan [Mann?], with a pass from General Butler, dated July 22, for Vicksburg, and who left New Orleans July 25 and arrived at Ponchatoula and Camp Moore Monday, July 28, having proceeded up the Jackson Railroad as far as Jackson, arrived here by the way of Summit, Liberty, and Bayou Sara this morning at 10 o'clock. He says he saw Breckinridge's force of 6 full regiments and 14 guns at Camp Moore and Ponchatoula Monday, July 28, and that their purpose is to attack this place; says they may be expected on the rear of Baton Rouge at this time, or at any time in the next day or two.

Mahan also reports that the rebels have field guns and beef cattle at the mouth of Red River. They intend crossing to the east bank of the Mississippi to-night or to-morrow morning, and I have sent him with a note to Captain Porter, U. S. Navy, commanding the flotilla here, at the same time advising Porter of Mahan's statement regarding Breckinridge's movement on this place, to put the gunboats designed to flank us on their guard.

If Mahan be a true man and a true observer there is to be an attack here or at New Orleans; if at New Orleans, a demonstration here.

Respectfully, your obedient servant,

T. WILLIAMS,

Brigadier-General, Volunteers.

Captain R. S. DAVIS,

Assistant Adjutant-General.

* * * * *

P. S.—Two additional gunboats are desirable. The *Arkansas* may come to cooperate with the rebel land force, and also the *Music* and the *Webb*. The latter is said to be rather formidable, carrying 8 guns.

Why not send up the sloop *Oneida*? Preble is here. Who is to command her—the *Oneida* and a gunboat?

Order of Flag-Officer Farragut, U. S. Navy, to Acting Master Hooper, U. S. Navy, commanding U. S. schooner Rachel Seaman, to proceed to Pensacola, Fla.

U. S. FLAGSHIP HARTFORD,
New Orleans, August 2, 1862.

SIR: You will proceed without delay in the vessel under your command to Pensacola, Fla., and upon your arrival there will report yourself to me or the senior naval officer present.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Acting Master QUINCY A. HOOPER,

Commanding U. S. Schooner R. Seaman.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Hunter, U. S. Navy, commanding U. S. S. Montgomery, to proceed with that vessel to Philadelphia.

U. S. FLAGSHIP HARTFORD,
New Orleans, August 2, 1862.

SIR: You will immediately, upon receipt of this, proceed to Ship Island, and there discharge into the receiving ship *Potomac* such ordnance and other stores as are not absolutely necessary to take your vessel north.

Having done this, you will then proceed with the vessel under your command to Philadelphia and report your arrival there in writing to the honorable Secretary of the Navy. I am having a correspondence with the English commander on the *Will-o'-the-wisp*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Lieutenant Commanding CHAS. HUNTER,

Commanding U. S. S. Montgomery.

Letter from Major-General Butler, U. S. Army, to Brigadier-General Williams, U. S. Army, acknowledging receipt of information regarding Confederate movements.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, August 3, 1862.

GENERAL: I received your note by the hand of John Mann [Mahan?], who was in my confidential service. * * *

BENJAMIN F. BUTLER,
Major-General, Commanding.

Brigadier-General WILLIAMS,

Commanding at Baton Rouge.

P. S.—I have communicated with the flag-officer concerning the boat at Red River.

Order of Flag-Officer Farragut, U.S. Navy, to Lieutenant Fairfax, U. S. Navy, for a reconnoissance along the coast of Texas.

U. S. FLAGSHIP HARTFORD,
New Orleans, August 3, 1862.

SIR: You will proceed slowly down the coast of Texas to Brazos Santiago, looking into the ports as well as you can, speaking such of our cruisers as you meet, and bring me all the intelligence of that coast that you may be able to collect.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Lieutenant Commanding D. McN. FAIRFAX,
Commanding U. S. S. Cayuga.

Letter from Major-General Butler, U. S. Army, to Flag-Officer Farragut, U. S. Navy, requesting that a gunboat be ordered to cruise between New Orleans and Baton Rouge.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, August 3, 1862.

SIR: I have just been informed by a reliable person that since yesterday morning a great number of field guns have been placed between here and Baton Rouge by the rebels, the avowed object being to sink my transports in the absence of your cruisers. This information, taken in connection with dispatches received from General Williams, informing me that he expected an attack by a large force, leads me to believe that my informant is truthful.

I consider it, therefore, my imperative duty to ask you to cause one at least of your gunboats to cruise between here and Baton Rouge at once, so that I can keep my communication open with my forces at that point, at least during the time danger is anticipated.

I am, sir, very respectfully,

BENJ. F. BUTLER,
Major-General, Commanding.

Flag-Officer D. G. FARRAGUT,
Comdg. Western Gulf Squadron, U. S. S. Hartford.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Fairfax, U. S. Navy, commanding U. S. S. Cayuga, to cruise between Baton Rouge and New Orleans in accordance with request of Major-General Butler, U. S. Army.

U. S. FLAGSHIP HARTFORD,
New Orleans, August 3, 1862.

SIR: You will consider my order to you of this date suspended.

I have just received information from General Butler that the enemy are erecting batteries in order to annoy the transports passing between this place and Baton Rouge. You will, therefore, proceed in the morning up the river as far as Baton Rouge, and carefully examine both banks of the river in order to discover and destroy any such batteries.

In the event of the U. S. S. *Tennessee* being ready to accompany you, you will convoy her to Baton Rouge.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

Lieutenant Commanding D. MC. N. FAIRFAX,
Commanding U. S. S. Cayuga.

Report of Flag-Officer Farragut, U. S. Navy, regarding the imperative need of additional vessels for his command.

No. 158.]

U. S. FLAGSHIP HARTFORD,
New Orleans, August 3, 1862.

SIR: I deeply regret to say that my squadron, as the vessels are called upon one by one to get ready for their outside work, are found disabled, and requiring so much repairs that I almost despair of getting vessels enough to do efficient service until they are all refitted by the machinist, as well as by the carpenter. The *Itasca* has now been nearly two months under repairs, when her commander told me that six days would be sufficient, and every vessel in succession has been two or three weeks repairing damages; lastly, the *Mississippi*, my main standing in this river, is pronounced as unable to carry steam any longer; that the bottom of the boiler is full of holes, and must be raised and patched, which will take a month at least, and in the meantime she will be unable to get up steam for the ram or any other purpose.

I am, therefore, now reduced to the *Hartford*, *Brooklyn*, *Richmond*, *Oneida*, and five gunboats for the reduction of Mobile and the other places on the coast, and I am very much afraid that the *Brooklyn* will not hold out in a seaway; the damage done her side by the ram in passing the forts on the 24th April is very great; her side is literally broken in, both the outer and inner plank and the timber, but in this smooth water it has not leaked; it can not be repaired without going into dock for some time.

I shall leave in the river the *Pensacola*, *Mississippi*, *Portsmouth*, and *Troquois*, and two gunboats, the *Kineo* and *Katahdin*, the two latter at Baton Rouge, where Commander Porter, with the *Essex* and ironclad ram *Sumter*, are also lying, but they should be at Red River. This, I think, is ample force, if the vessels were in repair, but I have no fears but that it is sufficient for all purposes, as I will be at hand and can soon get back to their assistance if it should be necessary, but I hope that the Department will send me more vessels. I have recently had to send three home from scurvy, and the times of the crews are expiring every day.

All of which is respectfully submitted by

Your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockdg. Squadron.

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

Order of Flag-Officer Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, regarding the retention of store vessels at Ship Island.

U. S. FLAGSHIP HARTFORD,
New Orleans, August 3, 1862.

SIR: Detain all vessels with provisions, stores, or coal at Ship Island until my arrival, or until further orders from the commanding officer of the station.

I hope to be down in the course of the present week.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockdg. Squadron.

Commander A. GIBSON,
Commanding U. S. Ship *Potomac*.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commander Porter, U. S. Navy, discounting reports regarding Confederate operations near Baton Rouge, and urging vigilance at the mouth of Red River.

U. S. FLAGSHIP HARTFORD,
New Orleans, August 4, 1862.

DEAR CAPTAIN: Your letter of the 1st has been received, also your requisitions by your paymaster. The stores would have been at Baton Rouge before this if the young man had attended to the selecting of them, but I met him to-day and he informed me that he had been sick for two days. I will send them up in the *Tennessee*. Your letter stating that Breckinridge is moving on Baton Rouge, etc., has been received also. I confess I do not believe anything of it; neither do I believe in their attempting to fortify the banks of the river. They kept me up all night to send off a gunboat to see if the banks were lined with artillery, and two river boats have arrived since, and no evidence was seen of the enemy.

As I told you before, I think you should be up at Red River, to prevent the passage of arms, cattle, etc. The two gunboats are all-sufficient, I think, to protect Baton Rouge, and, if they are not, I can send another. I think your great duty is to stop the Red River crossing and the ram from forming a junction with the *Webb* and *Music*. General Butler says he has seen men directly from the *Webb*, and they say she has but three guns, and they both ran from the *Cayuga* the other day. Now, if you can manage the ram between the *Essex* and *Sumter*, I think all the rest amounts to nothing. If the ram ever gets down here I have an abiding confidence that it will be the last of her, as she will have no forts to shelter her.

The general says you can have the tugboat *Anglo-American* at any time to tow the *Essex*.

Wishing you a pleasant time, I remain,

Yours, etc.,

[D. G. FARRAGUT,]

Flag-Officer, Commanding Western Gulf Blockdg. Squadron.

Commander W. D. PORTER,
Commanding *Essex*.

Report of Lieutenant Ransom, U. S. Navy, regarding an expected attack by large Confederate force upon Baton Rouge.

U. S. GUNBOAT KINEO,
Off Baton Rouge, La., August 4, 1862.

SIR: In obedience to your order of the 1st instant, I have sent in tow of the *Morning Light* the prize steamers *Rosalie* and *Frank Mumford*, to be reported to you at New Orleans.

I was informed by General Williams this morning of the approach—probably within 8 miles of this place—of a force under General Breckinridge, consisting of 6,000 troops, with 20 pieces of artillery.

The information seems positive, and an attack is expected ere to-morrow morning.

We have rumors of the ram *Arkansas*, in conjunction with other rebel vessels, at Red River, to act in concert with the land forces; though this last is not from a source which seems quite authentic.

I am, sir, very respectfully, your obedient servant,
GEO. M. RANSOM,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans.

Report of Commander De Camp, U. S. Navy, commanding U. S. S. Wissahickon, announcing arrival of that vessel at Philadelphia in impaired condition.

U. S. GUNBOAT WISSAHICKON,
Philadelphia, August 4, 1862.

SIR: I have the honor to report the arrival of the *Wissahickon* under my command at this port from Vicksburg, from whence we sailed on the 18th and from the South West Pass of the Mississippi on the evening of the 26th ultimo. My orders from Flag-Officer Farragut were to proceed to the port of New York, but arriving off the capes of the Delaware, the starboard boiler suddenly cracked and opened to such an extent as to induce me to make for the nearest port.

Be pleased to receive herewith enclosed a communication from Engineer Thomas S. Cunningham on the subject, also a copy of my instructions from Flag-Officer Farragut, also a list of the officers of this vessel, nearly all of whom have suffered severely from fever, and I would respectfully suggest that the crew be allowed as much liberty on shore during their stay in port as possible, and that the officers be granted a brief leave of absence.

I am, sir, most respectfully, your obedient servant,
JOHN DE CAMP,
Commander, U. S. Navy.

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

Report of Lieutenant Smith, U. S. Navy, regarding the health of the crews of the mortar vessels at Hampton Roads, and repairs needed by those vessels.

U. S. MORTAR SCHOONER NORFOLK PACKET,
Hampton Roads, August 4, 1862.

SIR: In accordance with directions from Commander Porter, I have the honor to enclose the following reports of the condition of the crews of the twelve mortar schooners of this division in regard to health, and of the repairs that each vessel needs. On leaving the Mississippi River, the officers and men were considerably affected with fever, which further developed itself on the passage to this place, making it necessary to send a large number of persons to this hospital.

Assistant Surgeon Judson's report gives the number sent and the number still remaining under treatment. There is nothing about the disease to prevent my anticipating the speedy return to duty of the most of those sent away. On my arrival, in view of the possibility of the mortars being required immediately, I reported to Commander Porter that all were ready for service of any description, wanting only men. As he now informs me that there is time for repairs, I mention the following:

Norfolk Packet.—New mainmast headband; new hawse pipes; repairs to windlass; sail on starboard waist and port quarter, and calking for spar deck forward.

Arletta.—Three top timbers; repairs to sail and forecastle deck; ironwork for bobstays and jib boom.

Sophronia.—New pawl bits on heel of bowsprit and new windlass bits; stern davits; calking on deck.

Para.—Wants calking and a new foremast.

C. P. Williams.—New foremast; repairs to windlass.

Racer.—New windlass bits and repairs to iron of windlass. Needs also a 20-foot boat, single calked, and stern davits; some calking on deck.

William Bacon.—Nothing to repair.

T. A. Ward.—Fish 10 feet long for main boom, and one for stern davit, 5 feet long.

Adolph Hugel.—Windlass purchase worn out; ironwork for davits; calking.

Matthew Vassar.—Calking on deck forward; hawse pipe.

George Mangham.—Stern needs closing in; was injured in towing; plank for shot hole in bow, and calking forward.

Dan Smith.—Needs new windlass bits and windlass purchase; calking on deck.

Besides these repairs there are many others of minor importance which can be attended to at the same time. On a further examination of the mortar circles to-day I find that the eccentrics of all the vessels, with the exception of the two fitted at Philadelphia, have become so buried in the wooden surface of the platforms by training as to train with great difficulty. To remedy this very serious defect it will be necessary to lift the mortars and carriages, turn the circles bottom up, and relevel the surface upon which they should turn. To prevent further difficulty I would respectfully suggest that an iron track be placed on the platform under each circle for the eccentric rollers to rest upon, in the same manner that was adopted on board the two

Philadelphia schooners (*George Mangham* and *Adolph Hugel*), and that the work could be done more promptly at Philadelphia, where they are more familiar with it than elsewhere.

In some instances the eccentrics are made to bear on woods of different density, and consequently the track has become very uneven. This defect, unless remedied, may make it impossible to train the mortars at critical moments without turning the whole vessel. Some of them now require a force to train them sufficient to draw the bolts. The repairs to hulls and spars, already mentioned, are of little importance when compared with the necessity for remedying the defect in the means of training the mortars.

Some of the schooners have not been furnished with blanks for bimensal returns. I request that a supply may be sent.

Very respectfully, your obedient servant,

WATSON SMITH,

Lieutenant, Commanding 1st Division Mortar Flotilla.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Porter, U. S. Navy, regarding an attack upon Baton Rouge by forces under General Breckinridge, C. S. Army.

U. S. GUNBOAT ESSEX,

Off Baton Rouge, August 5, 1862.

SIR: A very large force under the rebel General Breckinridge attacked Baton Rouge this morning at 2 a. m. Our right wing was driven with great loss and General Williams killed. This vessel and the *Sumter* shelled the rebels and held them in check. The ram is lying behind a point 5 miles above us. I am lying as far up as it is necessary for me to do so in order to protect the right wing and keep the *Arkansas* in check. A very large proportion of my crew are in the hospital, and I have been compelled to borrow six men, all I can get, from the *Kineo*.

If General Butler does not send at least 5,000 troops as a reinforcement, it is my opinion the army will be defeated.

If I had a gunboat to take my present position I could then attack the ram, and a tug is absolutely necessary if we expect to get this vessel up the river at all.

Very respectfully, your obedient servant,

W. D. PORTER,

Commander.

Flag-Officer D. G. FARRAGUT.

Report of Colonel Cahill, U. S. Army, regarding the attack upon Baton Rouge by Confederate forces.

HEADQUARTERS SECOND BRIGADE,

Baton Rouge, La., August 5, 1862.

CAPTAIN: We are attacked by a very superior force, probably 15,000. They are determined to take the city at all hazards. General Williams is killed and a number of field officers badly wounded. If it is possible to send us reinforcements let it be done with all dispatch. The navy is threatened by the ram *Arkansas*, which will

divert them from our service; therefore, if more gunboats can be sent, they will be of great use.

THOS. W. CAHILL,

Colonel Ninth Connecticut Volunteers, Commanding.

[Captain R. S. DAVIS,

Act. Asst. Adjt. Gen., Hdqrs. Dept. of the Gulf.]

Report of Commander Porter, U. S. Navy, requesting instructions regarding money received for cotton picked up at sea.

NEWPORT, August 6, 1862.

SIR: In the month of April, last, the schooner *Dan Smith* picked up 15 bales of cotton at sea, and one of the other mortar vessels (name not remembered) picked up 30 bales, which were reported to the Department at that time. The schooners frequently picked up one or two bales of cotton, which was always, I believe, reported to me, but as it was a small matter I took no account of them, except when I wanted something to protect the steamer's boilers. In the above case I shipped the cotton on the steamer *Baltic*, taking a bill of lading, at the same time writing to the marshal of the district of New York to take charge of the cotton if it came within his jurisdiction. I also wrote a letter to Henry B. Gay, of New Jersey, to look out for the cotton if the marshal did not take charge of it. Mr. Gay died the week after receiving my letter and I supposed the cotton had gone to pay expenses, etc. As I passed through New York to this place a person called on me to inform me that he had, by direction of Mr. Gay, sold the damaged cotton and deposited the amount in bank to my order. Being very sick at the time the person called, I do not recollect his name. He promised to write to me at this place. My object in writing now is to notify the Department of the circumstance, and to enquire if there is any particular disposition to be made of the money other than dividing it among those who picked the cotton up. My opinion is that it is wholly theirs, being what is called flotsam in legal phrase and there is no evidence, papers, etc., which could bring it within the jurisdiction of any court that I know of any more than other article picked up floating about at sea, unless in case of salvage, when it could be proved to belong to some honest trader.

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

DAVID D. PORTER,

Commander, U. S. Navy.

HON. GIDEON WELLES,

Secretary of the Navy.

Destruction of the U. S. ram Arkansas, near Baton Rouge, La., August 6, 1862.

Report of Flag-Officer Farragut, U. S. Navy.

No. 160.]

FLAGSHIP HARTFORD,

Baton Rouge, August 7, 1862.

SIR: It is one of the happiest moments of my life that I am enabled to inform the Department of the destruction of the ram *Arkansas*, not because I held the ironclad in such terror, but because the community did.

On the 4th instant I sent the *Tennessee* up to Baton Rouge with provisions for Commander Porter and the gunboats stationed at that place. On the night of the 5th she returned with information that the enemy had made a combined attack upon Baton Rouge by the ram and two gunboats, *Webb* and *Music*, and calling for assistance. At daylight the *Hartford* was underway for this place, with orders for the other vessels to follow me as fast as ready. I arrived here to-day at 12 m., in company with the *Brooklyn*, *Westfield*, *Clyfton*, *Jackson*, and *Sciota*. I had sent the *Cayuga* up before me, agreeable to a request of General Butler, in consequence of the guerrillas firing into some of his transports. On my arrival I was informed by Commander W. D. Porter that yesterday morning at 2 o'clock the enemy's forces under General Breckinridge, attacked General Williams, drove in his pickets, etc. General Williams having had ample warning was all prepared for him. The fight was continued with great energy on both sides until 10 a. m., by which time the enemy had been driven back 2 or 3 miles, but unfortunately the gallant General Williams, while cheering on his men, received a Minié ball through the heart.

General Williams had informed Lieutenant Commanding Ransom the evening before of his plans, and requested him not to fire a gun until he notified him, and when he did so, our gunboats, the *Kineo* and *Katahdin*, opened with fine effect, throwing their shells directly in the midst of the enemy, producing great dismay and confusion among them. Lieutenant Ransom had an officer on the statehouse which overlooks the adjacent country, and could direct the fire of every shell.

As soon as the enemy was repulsed, Commander Porter, with the gunboats, went upstream after the ram *Arkansas*, which was lying about 5 miles above, apparently afraid to take her share in the conflict, according to the preconcerted plan; as he came within gunshot he opened on her, and probably soon disabled some of her machinery or steering apparatus for she became unmanageable, continuing, however, to fire her guns at the *Essex*.

Commander Porter says he took advantage of her presenting a weak point toward him, and loaded with incendiary shells. After his first discharge of this projectile a gush of fire came out of her side, and from that moment it was discovered that she was on fire, which he continued his exertions to prevent from being extinguished. They backed her ashore and made a line fast, which soon burned, and she swung off into the river, where she continued to burn until she blew up with a tremendous explosion, thus ending the career of the last ironclad ram of the Mississippi.

There were many persons on the banks of the river witnessing the fight in which they anticipated a triumph for Secessia, but on the return of the *Essex* not a soul was to be seen.

I will leave a sufficient force of gunboats here to support the army, and will return to-morrow to New Orleans and depart immediately for Ship Island with a light heart, that I have left no bugbear to torment the communities of the Mississippi in my absence.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

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

Report of Commander Porter, U. S. Navy, commanding U. S. S. Essex.

ON GUNBOAT ESSEX,
Off Baton Rouge, August 6, 1862.

SIR: This morning at 8 a. m. I steamed up the river and at 10 a. m. attacked the rebel ram *Arkansas* and blew her up. There is not now a fragment of her left.

Very respectfully, your obedient servant,

W. D. PORTER,
Commanding Division of Flotilla in Western Waters.

Rear-Admiral D. G. FARRAGUT.

Report of Commander Porter, U. S. Navy, commanding U. S. S. Essex.

U. S. GUNBOAT ESSEX,
Off Baton Rouge, August 6, 1862.

SIR: On the evening of the 4th instant I was informed by General Williams that rebels in considerable force under General Breckinridge were moving on this place.

The rebel ram *Arkansas*, with two gunboats, *Webb* and *Music*, were also in the vicinity of the city to support the attack of the rebel army. I made such a disposition of the naval force under my command as I thought would give the most aid to our small force on shore. On the morning of the 5th instant, at 1 a. m., the enemy made an attack on our land forces, and drove in the left wing of our army, killing General Williams, our men retreating. I opened fire with shot and shell over them on the advancing enemy and turned them back. It was the intention of the enemy to make a simultaneous attack by land and water, but the fire from the *Essex* and other gunboats driving the enemy back, evidently disconcerted their plans.

Though not making her appearance, I had information of the vicinity of the ram *Arkansas*, and this morning I determined to steam up the river and attack her, and if possible prevent her rendering further assistance to the land forces she was cooperating with. At 10 a. m., I came in sight of her, at about the distance of half a mile, and immediately opened fire. After an action of about twenty minutes I succeeded in setting fire to her, and at meridian she blew up with a tremendous explosion.

The *Arkansas* had a crew of 180, and mounted 10 guns (6 8-inch and 4 50-pounder rifles); this vessel, the *Essex*, mounts 7 guns, and had only 40 men on duty at the time of our going into action. My first master, Mr. R. K. Riley, was in sick hospital, and his place was supplied by Second Master David Porter Rosenmiller, who conducted himself to my entire satisfaction.

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

W. D. PORTER,
Commanding Division of Flotilla in Western Waters.

HON. GIDEON WELLES,
Secretary of Navy.

Letter of congratulation from Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, commanding U. S. S. Essex.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, August 8, 1862.

DEAR CAPTAIN: I am most happy to receive your communication reporting the attack upon and destruction of the ironclad ram *Arkansas*. As you were unfortunate in your first attempt, under such disadvantageous circumstances while under the batteries of Vicksburg, I am glad that you have had your revenge in a single-handed combat. You have not only done a service to your country, but given quiet to many anxious minds.

I shall take great pleasure in forwarding your report, together with my own, to the honorable Secretary of the Navy.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Flag-Officer, Commanding West Gulf Blockading Squadron.
Commander W. D. PORTER,
Commanding Ironclad Gunboat Essex, Baton Rouge, La.

Report of Lieutenant Roe, U. S. Navy, commanding U. S. S. Katahdin.

U. S. STEAM GUNBOAT KATAHDIN,
Off Baton Rouge, La., August 6, 1862.

SIR: The anticipated attack of the enemy on this place, of which I made mention in my letter of the 4th instant, took place on the morning of the 5th. In consequence of the lines of our troops being so extended, the *Katahdin* could render no assistance to the place until afternoon. During yesterday afternoon the *Kineo* and *Katahdin* shelled the enemy, firing clean over the town into his very camps. This we were enabled to do by means of a system of signals established by Lieutenant Commanding Ransom on the tower of the statehouse, which corrected our aim. Our shells did fine execution, and drove the enemy from his position and determined him to a retreat, he having been repulsed by our troops under General Williams in the earlier part of the day.

The only time we can operate is by firing at extreme elevation, clean over the town of Baton Rouge.

This morning Commander Porter in the *Essex*, accompanied by the *Cayuga* and *Sumter*, started up to attack the *Arkansas*; the *Katahdin* and *Kineo* remained at their stations near the statehouse, but were subsequently signaled to follow up and close in with the other vessels, but when nearly up with the enemy appearances indicated an attack on the town, and we were again ordered back to our stations. In the meantime the *Essex* engaged the *Arkansas* for about one hour, when the latter was fired and deserted, and at 1 p. m. blew up with a terrific explosion.

For some unexplained reason the two consorts of the *Arkansas* left early in the morning, and advantage was taken of their absence to engage the ram.

We have thus had a bloodless victory; but the timely arrival of the *Cayuga*, and our approach in force, no doubt had a good moral effect, as the ram was badly managed and made a poor fight.

The enemy is still hovering in the rear of this place.

Information is received that to the 6,000 troops already in this vicinity 4,000 are approaching from Manchac and others from Vicksburg. I keep in constant communication with the commander in chief of the troops here, ready to open fire when and where he may desire.

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

F. A. ROE,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans, La.

Report of Lieutenant Ransom, U. S. Navy, commanding U. S. S. Kineo.

U. S. GUNBOAT KINEO,
Off Baton Rouge, La., August 6, 1862.

SIR: I have to report that a vigorous attack was made upon our forces at this place yesterday morning at about 5 o'clock by a strong rebel force, said to be commanded by General Breckinridge.

The *Kineo* and *Katahdin* were placed immediately in a position, previously indicated to me by General Williams, to protect his right flank, but his lines were so much extended, and so completely covered the enemy's approach, that our guns could not be made available with safety to our troops at any time during the morning. In the afternoon, however, we were notified of such changes in the relative positions of the two forces that we were enabled to open (with tremendous effect, we are informed) upon the enemy's left wing, which caused him to withdraw in much haste and to fall back several miles.

Early in the morning, soon after the attack had been commenced, the smoke of a steamer, supposed from information received the previous evening to be the ram *Arkansas*, was observed moving rapidly down the river toward the bend, just above this place.

It stopped about a mile above the bend and remained there, sometimes apparently moving up a little, then down again, during the day and night. Late in the afternoon she was joined apparently by two other steamers (judging by smokes), which separated from her this morning, moving up the river. The *Essex*, accompanied by the *Cayuga* and *Sumter*, then moved up toward the bend. Finally a general signal was made by the former, agreeably to which the *Kineo* and *Katahdin* followed. Upon drawing near to the bend, however, some lines of white smoke having been observed in the rear of the city, it was deemed advisable for the two latter to return to their stations for the protection of the troops.

By this time it had been discovered that the *Arkansas* was on fire.

Subsequently it has been ascertained, I believe, that she had suddenly become helpless there, by some failure of her engines, and seeing our approach so formidable to her in her crippled condition, doubtless, they set her on fire, and abandoned her. At about 1 o'clock her magazine exploded, and the ram *Arkansas* was extinct.

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

GEO. M. RANSOM,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Abstract log of the U. S. S. *Cayuga*, Commander Fairfax, U. S. Navy, commanding.

August 5, 1862.—At 3 p. m. the U. S. S. *Tennessee* came down the river; reported an attack on Baton Rouge both by land and water. Cleared ship for action, proceeding up the river. At 5:30, anchored off Baton Rouge. At 7, fired the 30-pounder Parrott gun. At 7:30, fired the XI-inch gun. At 12, midnight, got underway up the river.

August 6.—Off Baton Rouge. At 9 a. m., got underway and stood up the river in company with the *Essex*. At 10, discovered the rebel ram *Arkansas* around the point about 5 miles above the city. The *Essex* engaged her, and shortly after she was reported to be on fire. At 11:30 a. m., standing down Baton Rouge. At 12:45 p. m., came to anchor. At 1, the rebel ram *Arkansas* was blown up. From 8 to midnight: Received information from shore that a large force of the enemy had encamped a short distance off the city. At 9, got underway and stood up the river 2½ miles. At 10, commenced shelling the enemy—fired 6 shells. At 11, returned to the city and came to anchor.

Additional report of Flag-Officer Farragut, U. S. Navy.

No. 161.]

FLAGSHIP HARTFORD,
New Orleans, August 10, 1862.

SIR: Since forwarding the reports of Lieutenants Fairfax,* Ransom, and Roe we have picked up a number of prisoners from the ram *Arkansas*, all of whom I have catechized very closely. They agree very well respecting her exit from the Yazoo and her passing the fleets; they also agree to the number of killed and wounded on each of these occasions, making in all 18 killed and a large number wounded. At Vicksburg they plated the deck with iron and fortified her with cotton inside; she then came down in command of Lieutenant H. K. Stevens (Brown having been taken sick at Vicksburg), with the intention of making a combined attack with General Breckinridge upon Baton Rouge, but her port engine broke down. They repaired in the course of the day and went out to meet the *Essex* the next morning, when they saw her coming up, but the starboard engine gave way and they ran her ashore, she being perfectly unmanageable.

They say that when the gunboats were seen coming up and the *Essex* commenced firing the captain set the ram on fire and told the crew to run ashore. They also state that the gunboats *Webb* and *Music* were sent for to tow her up the river, but they did not arrive, and neither of them had been seen. This is the statement.

All of which is respectfully submitted by

Your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Comdg. Western Gulf Blockading Squadron.

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

* Report of Fairfax not found.

Report of Major-General Butler, U. S. Army, regarding engagement at Baton Rouge, La., and making reference to the destruction of the ram.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La., August 10, 1862.

SIR: Owing to the withdrawal of the fleet from before Vicksburg it became necessary to return Williams's brigade to Baton Rouge. The services before Vicksburg had weakened very much that force by sickness. * * * The healthy air and water of Baton Rouge rapidly recruit the troops.

The cessation of operations at Vicksburg allowed the enemy to concentrate a very large part of his available force at Camp Moore, about 60 miles from Baton Rouge. From thence he marched to attack that post, and on the morning of the 5th instant appeared before our lines. His force consisted of two Louisiana regiments, etc. * * * They were supported by the ram *Arkansas*, which inspired them with the greatest hopes and the utmost confidence in their attack.

* * * * *
Leaving two regiments in the village for a reserve, with high chivalry General Williams formed his lines at daybreak, nearly a mile beyond the town, in an admirably chosen position. * * * The enemy were repulsed, however, and thrice returned to the charge. Upon the final repulse, after six hours of continuous fighting, he retired from the field and sent a flag of truce for leave to bury his dead.

* * * * *
The boat which brought down the dispatches to me from Colonel Cahill, upon whom the command devolved after the death of General Williams, collided with the gunboat *Oneida* and sank, so that I am not able by this mail to give the details, as I hope to do by the next dispatch. * * *

The *Arkansas*, although supported by the rebel steamers *Webb* and *Music*, did not choose to come down and attack our gunboats, the *Essex*, *Sumter*, and *Kineo*, and so did not cooperate with the land forces. Flag-Officer Farragut immediately went up the river to attack the *Arkansas*, but on the 6th the *Essex* steamed up to the rebel fleet. The *Webb* and *Music* fled, and the *Arkansas*, after firing a few shots, was set on fire and blew up. * * *

BENJAMIN F. BUTLER,
Major-General, Commanding.

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

Letter from Commander Porter, U. S. Navy, commanding U. S. S. *Essex*, to Major-General Butler, U. S. Army, regarding the destruction of the ram.

U. S. GUNBOAT *ESSEX*,
Off Bayou Sara, La., August 11, 1862.

GENERAL: I find in the New Orleans Picayune of the 9th instant a copy of your General Orders, No. 57, and in it the following clause:

To complete the victory the ironclad steamer *Arkansas*, the last naval hope of the rebellion, hardly awaited the gallant attack of the *Essex*, but followed the example of her sisters, the *Merrimack*, the *Manassas*, the *Mississippi*, and the *Louisiana*, by her own destruction.

The facts, sir, are as follows: On the 6th instant, a. m., I steamed up the river to attack the *Arkansas*, and on our turning the point of the bend 4 miles above Baton Rouge she immediately opened fire on this ship at about the distance of 1 mile. I stood on until I considered myself near enough for my shot to penetrate her ironclad sides, when I replied to her fire. We continued the action for nearly half an hour, when a shell from this ship penetrated her side and set her on fire. Your statement in your General Orders, No. 57, is therefore incorrect. I wrote you previously to the attack on Baton Rouge, suggesting reinforcements, and in your reply you state, "In my (your) judgment Baton Rouge will not be attacked." You also state to Flag-Officer Farragut that "no dependence could be placed on the *Essex*." The letter is in my possession. I have therefore to request you will at once correct the above clause in your Orders, No. 57, or I shall certainly believe you have intentionally and maliciously attempted to vilify my character.

I beg to state another fact. It was entirely owing to the presence of the *Essex* and *Sumter*, both under my command, that your army at Baton Rouge was saved from defeat, for I now have convincing information that General Breckinridge had a force, in connection with the ram *Arkansas*, to accomplish this object. It is well known to all who know anything of the attack on Baton Rouge that the left wing of our force gave way, that the rebels advanced and at one time had part possession of the penitentiary, at the head of the town, until the fire from the *Essex* over our own men drove them from that building and forced them beyond their original lines.

Very respectfully, your obedient servant,

W. D. PORTER,

Commanding Division of Flotilla on Western Waters.

General B. F. BUTLER,

Headquarters Department of the Gulf, New Orleans, La.

P. S.—The *Essex* was the only vessel present at the action, and on the *Arkansas's* starboard side I counted fourteen shot holes through her new plating put on at Vicksburg. You, sir, were 150 miles off and could know nothing of it. I was within 300 yards of her, and was on deck and traced every shot to her. It is not reasonable to suppose that so brave an officer as her commander, H. K. Stevens, formerly of the U. S. Navy, would burn his vessel merely on the *Essex* heaving in sight, when he knew his vessel was of superior force in plating, speed, guns, and crew, and when he had, on a former occasion, encountered her, and also knowing that to set fire to his vessel would be to forfeit his life to the so-called Government of the Confederate States, and I have the fact in my possession that he had coaled up a mile above the position of attack, and that it was his intention to attack the gunboats at Baton Rouge that evening at 6 o'clock.

W. D. P.

Letter of censure from the Secretary of the Navy to Commodore Porter, U. S. Navy.

NAVY DEPARTMENT, *September 22, 1862.*

SIR: Certain correspondence relative to the alteration and reconstruction of the gunboat *Essex* has been forwarded to the Department

by the Secretary of War, and with it a communication* which is characterized as the copy of a discourteous letter addressed by Commodore W. D. Porter to the Secretary of War, to which no answer can be returned by this or the War Department.

I do not propose in this communication to take up the business portion of this correspondence, but I can not otherwise than express my profound regret that any officer of the Navy, and especially one of the rank of commodore, should have written such a letter. The courtesies and proprieties of life must be observed in official intercourse, and especially between officers of the different branches of the service, or there can not be harmonious and efficient cooperation and action.

So disrespectful a letter has the appearance of a premeditated design not only to interrupt correspondence, but necessary business relations, and can not be permitted to pass without an expression by the Department of decided reproof and censure. This duty I perform the more emphatically because on a recent occasion I hastened to award you honors and distinction for courage and energy well earned and well deserved.

I have also to inform you that in consequence of communications addressed to the Department by Rear-Admiral Farragut and Acting Rear-Admiral Davis, impugning the correctness of statements contained in your report of the 1st ultimo, respecting the destruction of the rebel steamer *Arkansas*, and for the further purpose of ascertaining material facts in relation to the loss of the gunboat *Sumter*, while under the command of Lieutenant Erben, I have deemed it proper that these several matters shall be thoroughly investigated by the naval board now sitting at the Lafarge House, New York.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore WILLIAM D. PORTER, U. S. Navy,
New York.

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, requesting explanation regarding the report of Commodore Porter, U. S. Navy, commanding U. S. S. *Essex*.

NAVY DEPARTMENT, *September 26, 1862.*

SIR: I transmit herewith an extract from the report, dated the 9th instant, made by Commodore W. D. Porter to Acting Rear-Admiral C. H. Davis, of the destruction of the rebel ram *Arkansas*. The circumstances stated seem to require some explanation from you.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Pensacola, Fla.

[Enclosure.]

Extract.]

ON U. S. GUNBOAT *ESSEX*,
Off New Orleans, La., September 9, 1862.

SIR: * * * I weighed anchor at 8 a. m. and proceeded upstream, the *Cayuga* accompanying me. At 9:30 came in sight of the

*Not found.

Arkansas with full steam on, distant above the point about 1 mile. The *Cayuga* up to this time closely followed us, when all at once, and in direct contradiction of orders, she rounded to and ran down the river, leaving the *Essex* alone. The *Arkansas* opened fire on us first; reserving my fire I kept on for closer quarters. When about 1,200 yards from her, the *Essex* opened fire from her bow guns. Continuing our advance, a shot at about 1,000 yards distant disabled her rudder, and a shell about the same time from a 50-pounder rifled cannon entered her starboard after port, setting some cotton bales used for her protection on fire, which soon communicated to all parts of the vessel. Just at this time she ran ashore, her men jumping overboard and making off. Ten prisoners were taken, and several wounded were conveyed 4 miles inland by carts belonging to a planter by name of Bird, who had also supplied Lieutenant H. K. Stevens, her commander, with coal the day previously. No other vessel was in sight belonging to the fleet off Baton Rouge, fired a gun, or in any way assisted the *Essex* in destroying the *Arkansas*. She blew up at noon, scarcely a vestige of her remaining. She had, after running the gantlet through the upper fleet, been covered with another plating of rail iron at Vicksburg, had 180 men, 6 8-inch and 4 50-pounder rifled guns; also 18,000 pounds of powder on board.

On the 7th August, Commodore Farragut's entire fleet from New Orleans arrived at Baton Rouge to destroy the ram. Finding the fact anticipated, the fleet returned to New Orleans on the 8th. * * *

W. D. PORTER,
Commodore, U. S. Navy.

Rear-Admiral C. H. DAVIS,
Commanding Naval Force on Western Waters.

Letter from Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. *Katahdin*, to Commander Fairfax, U. S. Navy, criticising the conduct of Commodore Porter, U. S. Navy, commanding the U. S. S. *Essex*.

U. S. GUNBOAT KATAHDIN,
Mississippi River, October 4, 1862.

DEAR SIR: Your letter of September 17 to Lieutenant-Commander G. M. Ransom, in which you express a desire for me to state what I know of the circumstances connected with the affair of the Confederate ram *Arkansas* at Baton Rouge on the 6th of August last, has been referred to me.

Any virtuous and brave man can not fail to be shocked at the extraordinary assertions of Commodore Porter in relation to the part both the *Essex* and *Cayuga* took in the affair.

On the morning of the 5th August the *Arkansas* made her appearance in the bend about 8 miles above Baton Rouge. She remained there, steam up, occasionally moving about a little, until the morning of the 6th, when it was decided by Captain Porter to go up and attack her. The enemy attacked the town on the 5th and was expected to renew it on the 6th. The *Kineo* and *Katahdin* were stationed to protect the right flank of the army, before the town. On the afternoon of the 5th the *Cayuga* came up hurriedly, and that night she took position as picket in advance, to give us warning of the movements of the ram. About 9 p. m. of that same evening I received a note from you to the effect that you would keep the

advance, remain underway all night, and attack the enemy upon his first appearance down, in time for us to operate. I felt profoundly grateful to you for the zeal and courage you manifested in the taking upon yourself the advance duty, and, by it, enabling me to move in time, if the enemy would permit it by not assailing the right flank. It was absolutely required of the *Kineo* and *Katahdin* to guard the army and prevent the right flank being cut to pieces.

On the morning of the 6th Captain Porter, joined by yourself and the *Sumter*, proceeded up in the direction of the *Arkansas*. When about 2 miles distant the *Essex* opened a sort of desultory fire upon the *Arkansas*, which was occasionally returned. Shortly after I discovered the signal for all the fleet to close up flying from the *Sumter* and *Cayuga*, when the *Kineo* and *Katahdin* steamed up to the scene of action. During this time the *Cayuga* was still hovering about the *Essex*, in the advance, but upon my approach the *Cayuga* came toward the *Kineo* ahead of me, and I was hailed by Captain Ransom and ordered to return to my station, as there were indications that the town was again attacked. As I was turning around to return downstream I observed that the *Arkansas* seemed to be on fire. During this time the *Essex* did not advance more than one-quarter of a mile nearer the enemy, and her fire was only occasional at that great distance. I confess that I was perplexed at the great delay of the *Essex* in engaging the enemy at quarters close enough to do execution. It was remarked by many of my people.

On my return to my original station the *Cayuga* and *Sumter* remained with the *Essex*, the former turning back to go up as I came down.

In a few minutes I was gratified to observe that the *Arkansas* was fairly on fire and about noon she blew up.

Subsequently Captain Porter explained to me that he had intended to have the honor of destroying the *Arkansas* all to himself, but that upon his approach to her she looked so formidable that he said he found that he had more than he could do, and required all the help he could get, and more, too.

I have officially stated that the approach in force of our gunboats no doubt determined the *Arkansas* to destroy herself.

So far from your avoiding or "running away" from the fight, it was precisely no fight at all, and your own occupation in the advance, by so frail a thing as the *Cayuga*, in front of this monster, as Captain Porter styled her, evinced that cool, religious courage which all brave men so well know you to possess.

I am grieved and ashamed that anyone occupying a position in the Navy could be found to defame another so wickedly, so falsely as you have been in this case. Captain Porter could well afford to be honorably just to those whom he signaled to close up and help him, and who were burning to be engaged against such fearful odds, and whose assistance he rejected until the critical moment arrived.

Such are the facts as I observed them, and I beg you will use my statement as you deem proper in refuting the horrible calumny cast upon your fair fame.

Very truly, yours,

F. A. ROE,
Lieutenant-Commander.

Commander D. MCN. FAIRFAX,
Commanding U. S. Gunboat *Cayuga*.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Fairfax, U. S. Navy, commanding U. S. S. Cayuga, proposing a court of enquiry.

FLAGSHIP HARTFORD,
Pensacola Bay, October 13, 1862.

SIR: I herewith enclose you an extract from the report of Commander W. D. Porter to Acting Rear-Admiral C. H. Davis, which the honorable Secretary has called upon me to explain, and I deem the most satisfactory mode of explaining such things to be by court of enquiry. I shall, therefore, as soon as the *Winona* can take your place on the blockade, order you around to New Orleans to report to Commodore Morris, and a court will be convened for the investigation.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Commander D. McN. FAIRFAX,
Commanding U. S. Gunboat Cayuga, Mobile Bar.

Order of Flag-Officer Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, for the convening of a court of enquiry.

FLAGSHIP HARTFORD,
Pensacola Bay, October 16, 1862.

SIR: On the arrival of the gunboat *Cayuga* at New Orleans you will convene a court of enquiry for the investigation of the facts connected with the attack on the *Arkansas*, rebel ironclad, by the *Essex*, Commodore Porter, who, in his report to Acting Rear-Admiral Davis, uses the following words:

I weighed anchor at 8 a. m. and proceeded upstream, the *Cayuga* accompanying me. At 9:30 came in sight of the *Arkansas* with full steam on, distant above the point about 1 mile. The *Cayuga* up to this time closely followed us, when all at once, and in direct contradiction of orders, she rounded to and ran down the river, leaving the *Essex* alone.

You will be careful not to embarrass the river trade by withdrawing more than one of the gunboats at a time for the purpose of obtaining witnesses. When the *Cayuga* arrives you will have present all the parties referred to on the occasion except Commodore Porter.

You will [detail] for the court as many commanders as the exigencies of the service will permit, and fill the deficiency with lieutenant-commanders.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. W. MORRIS,
Or Senior Officer on Duty in Mississippi River.

Letter from Flag-Officer Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, making reference to the court of enquiry.

FLAGSHIP HARTFORD,
Off New Orleans, November 13, 1862.

DEAR COMMODORE: I was so much alarmed for fear you would not have oil that I borrowed some money from General Butler and pur-

chased 1,000 gallons, 500 of which I send you by the *Tennessee*, and several other articles which I found on the *Fearnot*, and which we need very much at Pensacola.

I wish you to send the *Tennessee* back as soon as she has delivered the articles above named, and put on board of her, for the use of the vessels in the river, the articles named in the requisition herewith enclosed.

If the *Winona* continues to leak you can do whichever in your judgment is best, viz, send her into the river or else put her in the basin at Pensacola and take everything out of her, engines and all, and we will heave her out and see what is the matter with her bottom.

So soon as the *Albatross* returns from up the coast, I wish her sent here also. She is well adapted to the river service, as her men are well protected from the guerrillas and she has good speed. When the *Kensington* returns from Key West I shall want her sent down to the mouth of the Rio Grande, where she will receive on board refugees from Texas; and I herewith enclose you a letter which he will send on shore to the American consul. I will send, however, Captain Crocker full instructions. They are raising a regiment of Texan refugees for the purpose of going down on that coast.

I received a visit from the French admiral to-day and he informed me that he desired to communicate with his consul at Mobile, and wished to know the most convenient way of doing so. I told him I presumed he could communicate from the fort, and the consul would come out in a steamer. So you can inform Captain Jenkins that he will be there in the course of a few days.

The courts of enquiry on Commander Fairfax and Lieutenant-Commander Manton have terminated their labors, and the *Essex* and *Kineo* sent up the river. We are making a reconnoissance of Port Hudson, and hope to attack it soon with an army. The court on Fairfax did not elicit as much in the cross-examination as I hoped they would, but sufficient to satisfy themselves that there was no justification for the report of Commodore Porter. They fully prove that he had determined to attack her alone, and only wanted Fairfax to be in supporting distance, but that he subsequently changed his mind and made signal "for close action" while he was a mile and a half off, and by the time Fairfax got up with the *Essex* the *Arkansas* was discovered to be on fire, and he then told them to return to Baton Rouge as he did not want them.

All the witnesses appear to testify to the same point. Fairfax appears to have been unwilling to push matters against Porter because of his absence, and told the court "that when they were satisfied he would rest content."

Please to let me know by return mail the result of my application to Lardner for oil by the *Kensington*, and let me know if the *Kuhn* has arrived.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding U. S. Naval Forces, Pensacola Bay.

Letter from Commander Fairfax, U. S. Navy, to the Secretary of the Navy.

U. S. IRONCLAD NANTUCKET,
North Edisto, S. C., March 30, 1863.

SIR: I herewith enclose a letter from Commodore W. D. Porter, which I request may be put on file with the proceedings of a court of enquiry held at New Orleans upon my conduct on the 6th of August last.

Were I to accept such a letter, it might be viewed as a tacit acknowledgment that there was ground for Commodore Porter's entertaining impressions prejudicial to me as the commanding officer of the *Cayuga*. He certainly seems to have seen things quite differently from the many who have testified before my court. He, however, regrets that I did not explain to him what he was pleased to interpret to my disadvantage, as it would have removed from his mind entirely everything inimical to me. I could not make explanations of a maneuver of my vessel while unconscious of any failure to perform my duty. Commodore Porter had ample time and opportunity to demand one of me at the time the affair was fresh on his mind.

In the February number of Harper an article headed the "*Essex* cruise in the Mississippi," reflects upon the *Cayuga*, then under my command. That I may the more readily contradict such statements, I would respectfully ask to be furnished with a copy of the decision of the Navy Department in the court of enquiry in my case.

Very respectfully, your obedient servant,

D. M. FAIRFAX,
Commander, U. S. Navy.

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

[Enclosure.]

WASHINGTON, D. C., March 10, 1863.

DEAR SIR: I am induced to write you in reference to the attack on the *Arkansas* on the 6th of August last, which has been made the subject of a court of enquiry both here and in the Gulf.

Much as I regret the vexation that has arisen from out of the affair, which I can not but think would have been avoided had you explained to me the cause of your retiring just as the *Essex* was about to attack the *Arkansas*, yet after your explanatory testimony before the court the other day, it would be wrong of me to withhold from you that such testimony has entirely eradicated the conviction previously weighing on my mind to your detriment, and I gladly take this opportunity of assuring you that whatever prejudicial feeling there was certainly forced on my mind from your apparent absence of assistance to the *Essex* in the attack is now entirely removed.

I was desirous on my own account to have the subject investigated, and though much anxiety has been entailed thereby, I regret not the enquiry, as it has freed me from an impression to your prejudice and you from all imputation that could be inimical to you.

I will further add, the investigation was unavoidable, as both your and my actions were too freely handled by others and required the wholesome sifting of a court to place them in a truthful light.

You are at liberty to make any use you please of this communication of mine, and sincerely trusting that in your new and important

command success may be yours, and that your life may be long spared to combat the enemies of our country.

Very faithfully, yours,

W. D. PORTER,
Commodore, U. S. Navy.

Commander DONALD MCN. FAIRFAX.

Report of Acting Master Riley, U. S. Navy, late executive officer of the U. S. S. Essex.

OFFICE OF GUNBOAT FLOTILLA,
St. Louis, October 30, 1862.

SIR: After receiving orders at New Orleans from Commander W. D. Porter to proceed to St. Louis, via New York and Washington City, delivering to the honorable Secretary of the Navy dispatches, a rebel flag, and staff of the ram *Arkansas*, I returned from Washington City to New York and with Commander Porter reported to Judge Hamilton, and was notified to appear as a witness in the case of Lieutenant-Commander Erben, also in Commander Porter's case. After dismissal of the cases I proceeded to St. Louis, at which place I am engaged in settling up the accounts of the gunboat *Essex*, getting the bills in proper vouchers and having them approved. Having several hundred dollars' worth of old material turned over to parties doing her repairs, it was necessary that I should be in St. Louis that the Government might get proper credits for it. I was detained in New York City one month.

Hoping I may be allowed my mileage, I am,

Very respectfully, your most obedient servant,

ROBERT K. RILEY,
Acting Master, Mississippi Squadron.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from the Secretary of the Navy to Commander Fairfax, U. S. Navy, showing cause of no report being made by court of enquiry.

NAVY DEPARTMENT, *August 5, 1864.*

SIR: The Department has received your letter of the 27th ultimo, in relation to the proceedings of a court of enquiry held at New Orleans in November, 1862, by order of Rear-Admiral Farragut, to investigate a statement made by the late Commodore W. D. Porter respecting your conduct on the occasion of the destruction of the rebel ram *Arkansas*.

The proceedings of the court of enquiry to which you refer did not require any action or decision on the part of the Department. The court made no report and expressed no opinion unfavorable to you, and Commodore Porter having subsequently, in a letter addressed to you, and now on file in the Department, frankly acknowledged that the impressions under which he made the statement reflecting on your

conduct had been "entirely eradicated," it is not perceived that you can need any further or stronger evidence of acquittal.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commander D. McN. FAIRFAX,
Commanding U. S. Ship Macedonian.

Report of Major-General Van Dorn, C. S. Army, commanding District of Mississippi.

JACKSON, MISS., August 7, 1862.

Arkansas ordered to cooperate with General Breckinridge. Broke machinery 5 miles above Baton Rouge. On way down was attacked by the enemy. In this condition fought well, inflicting great damage to gunboats, and was then blown up by crew, all of whom escaped—so reported. Breckinridge drove the enemy from town to cover of boats. Burned camp and large amount of stores. Captured some prisoners and several colors. Was reduced one-half by sickness since left Vicksburg. General [Charles] Clark mortally wounded. General Thomas Williams, commanding enemy's troops, and several other prominent officers, killed. Sending reinforcements to break up garrison entirely. Breckinridge in camp 10 miles from Baton Rouge.

EARL VAN DORN,
Major-General.

SECRETARY OF WAR.

[Endorsement.]

Read with deep regret for loss of *Arkansas*, but joy at the success of our troops, and hope that it will be made complete.

J. D.

Letter from Lieutenant Brown, C. S. Navy, to Major-General Breckinridge, C. S. Army, regarding the probable capture of the crew of the C. S. ram *Arkansas*.

[From Richmond Dispatch, August 26, 1862.]

AT MR. LEE'S, 20 MILES FROM HEADQUARTERS,
Near Clinton, La., August 7, 1862.—P. M.

GENERAL: I have just met the chief pilot of the late *Arkansas*. The crew and officers, without loss, got ashore on the right bank of the river, opposite Baton Rouge, where they blew their vessel to pieces. They succeeded in getting nearly opposite Port Hudson where they were, my informant thinks, overtaken by the enemy's horse, the gunboats also pursuing. It is believed that Lieutenant H. K. Stevens and most of his men and some few officers must have been made prisoners. Eight men and three lieutenants got over with the pilot at Port Hudson. I fear that a strict pursuit will be made by the enemy on both sides of the river after my unfortunates. The engines totally gave way. The vessel did not run ashore in a fog, but would have accomplished the required work but for defects in the machinery, which no one on board could remedy or guard against. Of these defects I was aware and ever in fear, though no one could think they would so soon have ruined everything.

Let me say one word of comfort for the guerrillas on this side: My poor men (unarmed and seeking food and protection) approached a camp of Confederate guerrillas, near where they landed, and stampeded them at half a mile distance, and never could get in hail.

Pray have all such running heroes added to the conscript roll on both sides. I am deeply moved for the too probable fate of my brave crew. It is some small consolation to me to know that I could not have, by my presence, averted the wearing out of the engines. A large sloop of war attacked in company with the *Essex* and gunboats. I regret to say that Lieutenant Stevens was seriously burned by a grenade with which he fired the ship. As I knew would be proved, he and the officers behaved well. I send them back to-night by one of the two dragoons, whom General Ruggles sent with me.

I am, with respect,

I. N. BROWN,
Commander, C. S. Navy.

Major-General JOHN C. BRECKINRIDGE,
Commanding near Baton Rouge.

Statement made by Lieutenant Read, C. S. Navy, of the C. S. ram *Arkansas*.

[From Jackson Mississippian.]

Lieutenant Read, of the ram *Arkansas*, gives the following particulars:

The *Arkansas* left Vicksburg at 2 o'clock Sunday morning, August 3, and steamed leisurely down the river, having ample time to reach Baton Rouge at the appointed hour. When she arrived within 15 miles of Baton Rouge, her starboard engine broke down. Repairs were immediately commenced, and at 8 o'clock were partially completed, though she was not in condition to engage many of the Yankee vessels on account of the injury received.

At 4 o'clock, almost to a minute, General Breckinridge opened the attack on Baton Rouge. A messenger was dispatched at 8 o'clock to ascertain the strength of the enemy's fleet, and the *Arkansas* proceeded to a point 5 miles above Baton Rouge, when she was cleared for action.

We learned from the guerrillas on shore that there were only three gunboats. On rounding the point, the starboard engine again broke down, and the ship drifted ashore in sight of Baton Rouge, on the *Arkansas* side. Repairs were immediately commenced, and the ship got afloat at 5 o'clock the same evening. The engineer reported that the engines were unreliable. It was determined to make another trial trip up the river to ascertain the strength of the engines—proceeded some 500 yards up the river when her engines again broke more seriously than ever. The crew was engaged all night in repairs.

Next morning at 8 o'clock the lookouts reported the Federal fleet coming up. The ship was moored head downstream, and cleared for action, and in this condition was determined to fight to the last. At 9 o'clock the *Essex* came round the point and opened fire. At this moment the engineers reported the engines ready, and that they would last half a day.

The lines were cut, and the *Arkansas* started for the *Essex* with the intention of running her down. Proceeded about 300 yards in the direction of the *Essex*, and the larboard engine suddenly stopped. She then made for the bank, her stern down, the *Essex* pouring a hot fire into her. In this condition we opened fire with the stern.

The *Essex* continued to advance, and when within 400 yards the crew of the *Arkansas* were ordered ashore, and the vessel fired. After all hands were ashore the *Essex* fired upon the disabled vessel most furiously. In an hour after her abandonment the fire communicated to her magazine, and all that remained of the noble *Arkansas* was blown up.

Lieutenant Stevens was in command of the *Arkansas*, and displayed remarkable coolness under the most perilous and distressing misfortunes. Our informant, Lieutenant Read, states that but for the misfortune to her engines the expedition would have been a most brilliant success, and the Yankees would have been driven from New Orleans in a few days.

Extract from the papers of Acting Master's Mate Wilson, U. S. Navy.

On the 20th June, 1862, the Confederate steamer *Arkansas* having been completed according to the material at the disposal of her commander, Isaac N. Brown, she left Yazoo City and descended the Yazoo River to Liverpool Landing, where an earthwork and raft of logs were in position to prevent the Federal fleet from ascending the river. The officers of the *Arkansas* were: Lieutenant I. N. Brown, commanding; First Lieutenant Henry K. Stevens, executive officer; Lieutenants John Grimbball, A. D. Wharton, C. W. Read, Alphonse Barbot, George W. Gift; Surgeon H. W. M. Washington; Assistant Surgeon Charles M. Morfit; Assistant Paymaster Richd. Taylor; First Assistant Engineer George W. City; Second Assistant Engineer E. Covert; Third Assistant Engineers William H. Jackson, E. H. Brown, James T. Doland, John S. Dupuy, James S. Gettis; Acting Masters Samuel Milliken, John L. Phillips; Midshipmen R. H. Bacot, D. M. Scales, H. S. Cooke, C. W. Tyler, D. B. Talbott; Master's Mate John A. Wilson; Paymaster's Clerk Wilson; Gunner T. B. Travers; Pilots John Hodges, James Brady, William Gilmore, J. H. Shacklett, — — Montgomery. Her crew consisted of 200 seamen, landsmen, firemen, soldiers, and boys. She mounted 10 guns, viz, two 8-inch columbiads forward, two 6-inch astern, and two IX-inch, two 6-inch, and two 32-pounder guns in broadside. She was 165 feet in length, with 35 feet of beam, and drew 11½ feet of water. Her plating was of railroad iron, 4½ inches in thickness, and her general appearance was long and rakish. The *Arkansas* remained at Liverpool Landing until July 4, when a trial trip was made up to Yazoo City, returning the following day. The crew were then set to work to open a passage through the obstructions, which was done in two days, and the vessel passed out in compliance with the orders of Captain William F. Lynch, commanding the Confederate States naval forces on the Mississippi and its tributaries.

On the morning of July 15, 1862, the *Arkansas* arrived at the mouth of Old River, and seeing three Federal gunboats lying off a point below, she was headed for them, and fire opened with her bow guns. They replied, one shot shattering the pilot house of the *Arkansas*, mortally wounding Pilot John Hodges and slightly injuring by splinters Commander Brown and Pilot Shacklett; Midshipman Tyler, acting aid, was also shot in the forearm. Throughout the engagement of this day Commander Brown occupied a position on the wheel platform (with his pilots), situated forward on the gun deck, from whence he directed the movements of the vessel. Lieutenants Grimbball and Gift commanded the two bow guns, and Lieutenant Read the two stern 6-inch rifles, whilst the broadside guns were in charge, respectively, of Lieutenants Wharton and Barbot, Midshipmen Bacot, Scales, and Talbott, and Master's Mate Wilson. Two of the enemy, consisting of the wooden gunboat *Tyler* and ironclad ram *Queen of the West*, wore round and steamed down for the main fleet below, fighting their stern guns as they retreated. The third, the ironclad *Carondelet*, fought her bow guns until the *Arkansas* approached her at close quarters, when she also turned to follow her consorts. The *Arkansas* ranged up alongside her and pouring a broadside into her with her port guns, compelled the *Carondelet* to strike her colors and run ashore in a sinking and crippled condition. Continuing on down the river we soon came in sight of the whole fleet, 33 vessels in all,

consisting of sloops-of-war, ironclads, gunboats, rams, mortar boats, and transports. In passing them we underwent a terrific fire at close range, which we answered actively, bringing every gun into action that would bear upon the enemy. The Federal ram *Lancaster*, running out to strike us, received a shot in her drum from one of our bow guns, which caused an escape of steam. Many of her crew leaped overboard and perished in full sight of the fleet. A shell penetrated the broken armor on our port side and exploded, wounding Lieutenant Gift in the right shoulder and killing and wounding most of his gun's crew. I was at the same time cut in the arm and leg by fragments of wood and iron. The heat on the gun deck from rapid firing, and the concussion from shot and shell striking the ship on all sides, was terrific. Men and officers alike fought their guns clad only in pantaloons and undershirts. Another shell exploded in front of my gun port, killing my sponger and knocking down the other men. An XI-inch solid shot entered the ship's side above my gun, smashing in the bulkhead, killing 2 men and the powder boy, wounding 3 others, and knocking me senseless, cutting my head and nose. I was taken below, wounds were dressed, and returned to my gun shortly afterwards. The same shot continued on across the deck, passing through the lower part of the smokestack, killing 8 of Midshipman Scales's men and wounding 3 others (as they were running out their gun). It finally struck the opposite bulkhead, broke in half, and fell on deck.

The smokestack was so perforated by every kind of missile that it was almost impossible to keep up sufficient steam to give the ship enough motive power to steer her, but we finally cleared the enemy's line of vessels and ran in alongside the wharf, under the guns of the batteries at Vicksburg.

The enemy's lower mortar fleet, thinking we were about to attack them, burned one of their vessels, which was aground below the city, whilst the others hastily got underway and proceeded down the river. Our loss after such a severe ordeal was 16 men killed and 17 wounded, besides the officers injured, already mentioned.

The scene around the gun deck upon our arrival at Vicksburg was ghastly in the extreme. Blood and brains bespattered everything, whilst arms, legs, and several headless trunks were strewn about. The citizens and soldiers of the town crowded eagerly aboard, but a passing look at the gun deck was sufficient to cause them to retreat hastily from the sickening spectacle within. In this engagement it would be invidious to mention any particular man or officer for acts of bravery; all hands did their duty well, honestly, and courageously. The enemy's loss was severe, being over 120 men killed and wounded (according to statements published in Northern papers), besides the damages sustained by their vessels. The day was passed in burying the dead, sending the wounded ashore, cleaning ship, and making all possible repairs. About 5 p. m. the enemy opened upon us with his upper and lower mortar fleets, which had recovered from their scare, and resumed their former anchorage, whilst a number of sharpshooters kept up an incessant fire from the opposite (Louisiana) bank of the river. At 9 p. m. 14 of the upper fleet, with the sloops of war of the lower fleet, rounded the point above Vicksburg, with the intention of passing below the town, and at the same [time] endeavoring to destroy the *Arkansas*, if possible. She laid under the bluff in the darkness, and being painted a dull-brown color could not be seen at a distance.

Our engineers had gotten up steam, but were unable to generate much, owing to the riddled condition of the smokestack. With so many men disabled, and our armor badly shattered, we were not in trim condition for another engagement. A few volunteers from a Missouri regiment ashore had come aboard in the afternoon to assist in working our guns. The batteries above us opened fire on the fleet as soon as they got within range, and the *Arkansas* joined in the duel when they began passing her line of fire. The enemy's gunners were guided solely by the flash of our guns, as we were almost invisible in the darkness. They fired well, however, and their shot and shell fell thickly around us. One heavy shot entered our port side, demolishing the dispensary, tore Engineer City's berth to pieces; entered the engine room, killing 2 men and wounding 3 others; killed Pilot Gilmore, by cutting him in two, and finally embedded itself deeply in the starboard side. We inflicted much damage on the passing fleet, as their vessels passed very close to us and offered fair targets. The engagement lasted about an hour, during which we lost 8 men killed at the guns and 11 wounded. I had the misfortune to be a third time knocked off my feet by a piece of shell, which opened another furrow in the top of my scalp.

The next day Midshipman Tyler, Third Assistant Engineer Jackson, and myself were sent ashore (under a severe shelling from the mortar boats) to the residence of a planter named Cox, in order to have our injuries properly cared for.

The house was about 2 miles from Vicksburg, and Mrs. Cox had offered the use of it for as many of our wounded as could be accommodated. Her husband was absent in the Army, so she, with her daughter and servants, kindly nursed and cared for all who were sent to her most hospitable mansion. Here Pilot Hodges died the second day after we arrived. Three days later we were transferred to a hospital at Edwards Station [Depot], where we found Surgeon Washington and Lieutenant Barbot. After a week's sojourn here Commander Brown ordered all officers and men of the *Arkansas* who were able to be moved to the city hospital in Vicksburg. This building had been shelled by the mortar boats, although the yellow flag was flying above it. Another one of their targets was the Catholic Church; its steeple was surmounted with a cross, so there could be no doubt of its identity, but they persisted in their vandalism until the building was rendered unfit for service. Making war upon the sick and wounded and upon churches did not increase our respect for the U. S. Navy. We were all more or less, officers and men, suffering from fever and ague, contracted up in the Yazoo River, and on arriving at the city hospital found Lieutenant Gift, First Assistant Engineer George W. City, Third Assistant Engineers Jackson, Brown, and Doland, and Gunner Thomas B. Travers. From them we learned of another attack upon the *Arkansas*, made by the Federal ironclad steamer *Essex* and the ram *Queen of the West*, on the morning of the 22d July. They were beaten off with considerable loss and damage, but in this affair we lost 7 men killed and 6 wounded. The shot which caused our loss entered my unfortunate gun port, and whilst I regretted being unavoidably absent from duty, I felt that once more I had made a lucky escape.

Our shore batteries were but small assistance to the *Arkansas*; in fact, one of our men had his arm shattered by a discharge of grape

from one of their guns. The *Arkansas* was at this time undergoing repairs on her engines, smokestack, and armor of the port side, which latter having borne the brunt of most of the fighting, was badly loosened and battered. After a week's stay at the hospital orders were received from Commander Brown for all of the officers fit for duty to rejoin their vessel. Being convalescent, and our injuries nearly healed, Midshipman Tyler, Gunner Travers, and myself reported aboard for duty. The following day First Lieutenant Stevens received orders to prepare to leave Vicksburg. He was then in command of the ship, as Commander Brown had gone home on leave of absence. The lower Federal fleet had descended the river and was lying below Baton Rouge. On the morning of August 3, at 2 a. m., we cast off our lines and started for Baton Rouge, in order to cooperate with our land forces under General John C. Breckinridge, for the purpose of retaking that town and raising the blockade of the Lower Mississippi. The *Arkansas* proceeded down the river until within 22 miles of Baton Rouge, when, near midnight, her starboard engine broke down. She was made fast to the bank and repairs begun, which were finished about 8 a. m. the next morning under the superintendence of Third Assistant Engineer E. H. Brown, of Norfolk, Va., the senior naval engineer at that time aboard. We again started, and soon coming in sight of the enemy's fleet, consisting of the ironclad *Essex*, three gunboats, and some transports, all hands were beat to quarters and the guns cleared for action. Almost immediately afterwards the engine again broke down, and the ship drifted ashore, where she was secured and repairs again commenced. By night the ship was afloat and the engine arranged. We started a short distance up the river to secure some coal lying on the river bank, and had scarcely reached the place when the unfortunate engine became disabled a third time. Another night was spent in making repairs and taking coal aboard.

General Breckinridge having awaited our coming until long after the appointed time; attacked the enemy on the morning of the 4th, drove him from Baton Rouge to the shelter of the lower fleet. On the morning of the 5th Engineer Brown reported the engine repaired, but unreliable. A consultation was held between Lieutenant Stevens and his officers, and at 9 a. m. we started from the bank to attack the enemy's fleet, which now had been reinforced to fourteen vessels, and, headed by the *Essex*, was slowly advancing up the river. We had not steamed any distance when the port engine broke. The ship was then headed for the shore, and in a few moments her starboard engine suddenly gave way and she drifted toward the enemy in a helpless condition, they opening fire upon us. Finally, however, she grounded near the river bank, stern downstream, and Lieutenant Read answered their fire with his stern rifles, but the enemy having halted, the fire of our guns was ineffective.

The *Essex* continued to shell us at long range, but with no effect, her missiles falling short and out of range. Our engines were now beyond repair. In our present condition the ship was immovable and her guns could not be brought to bear upon the Federal fleet. Under the circumstances there was no alternative left Lieutenant Stevens but to destroy the *Arkansas* to prevent her falling into the hands of the enemy. The officers and crew were sent ashore with small arms and ammunition, and as one of our lookouts reported a force landing below us, our ship's company was marched off toward

the interior of the country, only two men deserting, both mess-room men from New Orleans. Lieutenant Read, Midshipmen Bacot, Scales, and Talbott, Gunner Travers, and myself (acting as aid to Lieutenant Commanding Stevens) were ordered to remain aboard, to assist in destroying the vessel. The machinery of the engines was broken up with axes and the wardroom bedding fired in several places; the cotton in the inside bulkheads between the guns was cut open and fired; the magazines opened, cartridges scattered about, and loaded shell placed on the gun deck between the guns. In this condition, with the wardroom in a blaze, we abandoned the ship, assisting Lieutenant Stevens ashore, he having had his hands badly burned by the premature explosion of a hand grenade whilst occupied in destroying the engine. We landed with our side arms and no other clothing than what we had on, which, being our fighting rig, was rather scanty.

Retreating a distance up the levee, we watched the end of the *Arkansas*. Her battery being loaded and the guns run out, she gradually drifted down toward the Federal fleet, her guns being discharged as the fire aboard reached them. The *Essex* and her consorts turned downstream, not fully understanding the condition of affairs, and giving her a wide berth. In an hour's time, or after midday, she blew up with a terrific explosion, and we began our retreat from the scene of our misfortune.

We traveled through the Louisiana partly on foot, horseback, and in wagons, the planters and their wives and daughters receiving us all along our route with the utmost kindness. After crossing the Comite and Amite rivers, we reached Camp Moore, near Tangipahoa, where we took the train, and arrived in Jackson, Miss., on Sunday, August 9, 1862.

JNO. A. WILSON.

Report of Major-General Van Dorn, U. S. Army, commanding District of Mississippi, referring to the destruction of the ram.

HEADQUARTERS DISTRICT OF MISSISSIPPI,
Jackson, Miss., September 9, 1862.

GENERAL: I have the honor to submit, for the information of the War Department, the following report of the defense of Vicksburg and of operations in this district up to this present time.

* * * * *

Prior to my assuming command the attacking force of the enemy was confined to Porter's mortar fleet and Farragut's gunboats (with their attendant army transports), which had ascended the river from New Orleans. * * *

The evacuation of Fort Pillow and the fall of Memphis opened the new danger of a combination between the upper and lower fleets of the enemy. This junction was effected early in July, and thus an added force of more than forty gunboats, mortar boats, rams, and transports lay in menace before the city. On July 12 it opened fire and kept up a continuous attack until the bombardment of the city ceased. Having received authority from the President to use the ram *Arkansas* as part of my force, some days prior to July 15 I issued an order to Captain [I. N.] Brown to assume command of her and prepare her for immediate and active service. From all reliable sources

I learned that she was a vessel capable of great resistance and armed with large offensive power. Making the order imperative, I commanded Captain Brown to take her through the raft of the Yazoo, and, after sinking the *Star of the West* in the passage, to go out and attack the upper fleet of the enemy, to the cover of my batteries. I left it to his judgment to determine whether on reaching the city his vessel was in a condition to proceed down the river and destroy the lower mortar fleet. Captain Brown properly substituted a vessel of inferior quality in place of the *Star of the West*, entered the Mississippi, and on the memorable morning of July 15 immortalized his single vessel, himself, and the heroes under his command by an achievement the most brilliant ever recorded in naval annals. I deeply regret that I am unable to enrich my report by an authentic account of the heroic action of the officers and men of the *Arkansas*. Commodore [William F.] Lynch declines to furnish me with a report of the action, on the ground that he was an officer out of the scope of my command. The glory of this deed of the *Arkansas* stung the pride of the Federal Navy, and led to the most speedy but unsuccessful effort of the combined fleets to destroy her. * * *

With the failure to destroy or take the *Arkansas* the siege of Vicksburg practically ended. * * * On July 24 both fleets disappeared—foiled in more than a two months' struggle to reduce the place.

The casualties on our side during the entire siege were 22 killed and wounded. Not a gun was dismounted and but two were temporarily disabled.

* * * * *

The enemy held Baton Rouge. * * * The capture of Baton Rouge and the forces of the enemy at that point would open the Mississippi, secure the navigation of Red River, then in a state of blockade, and also render easier the recapture of New Orleans. To this end I gave orders to General Breckinridge to move upon Baton Rouge with a force of 5,000 men picked from the troops at Vicksburg, and added to his command the whole effective force of General Ruggles, then at Camp Moore, making a total force of 6,000 men. To insure the success of the plan I ordered the *Arkansas* to cooperate with the land forces by a simultaneous attack from the river. All damages sustained by the *Arkansas* from the fleets of the enemy had been repaired, and when she left the wharf at Vicksburg for Baton Rouge she was deemed to be as formidable in attack or defense as when she defied a fleet of forty vessels of war, many of them ironclads.

* * * The *Arkansas*, after arriving within a short distance of Baton Rouge, in ample time for joint action at the appointed hour of attack, suddenly became unmanageable from a failure in her machinery and engine, which all the efforts of her engineers could not repair. The gallant Breckinridge, advised by telegraph every hour of her progress toward Baton Rouge, and counting on her cooperation, attacked the enemy with his whole effective force (then reduced to about 2,500 men), drove him from all his positions, and forced him to seek protection under the cover of his gunboats. * * *

I think it due to the truth of history to correct the error industriously spread by the official reports of the enemy touching the destruction of the *Arkansas*. She was no trophy won by the *Essex*, nor did she

receive injury at Baton Rouge from the hands of any of her adversaries. Lieutenant Stevens, her gallant commander, finding her unmanageable, moored her to the shore. On the cautious approach of the enemy, who kept at a respectful distance, he landed his crew, cut her from her moorings, fired her with his own hands and turned her adrift down the river. With every gun shotted, our flag floating from her bow, and not a man on board, the *Arkansas* bore down upon the enemy and gave him battle. The guns were discharged as the flames reached them, and when her last shot was fired the explosion of her magazine ended the brief but glorious career of the *Arkansas*. "It was beautiful," said Lieutenant Stevens, while the tears stood in his eyes, "to see her, when abandoned by commander and crew, and dedicated to sacrifice, fighting the battle on her own hook." I trust that the official report of Commodore Lynch will do justice to the courage, constancy, and resolution of the officers and men who were the last crew of the *Arkansas*. * * *

I am, sir, very respectfully, your obedient servant,
 EARL VAN DORN,
Major-General.

General S. COOPER.

Report of Lieutenant Preble, U. S. Navy, commanding U. S. S. Oneida, regarding the collision of that vessel with steamer Lewis Whiteman, August 7, 1862.

U. S. STEAM SLOOP ONEIDA,
New Orleans, La., August 13, 1862.

GENERAL: I have reason to suppose the collision of the steamer *Lewis Whiteman* with this vessel at 1 a. m., on the morning of the 7th instant, was through design and not accidental. I was asleep at the time, and, awakened by the crash, was on deck in time to see her sink. The position of this vessel within 50 to 100 feet of the bank, going up, and her striking us on the port bow was conclusive to me that we could not avoid the collision, and our whistle was blown once when she was still half a mile distant, for her to pass on our port side. We had no lights out, by a squadron order, but it was a clear moonlight night, when either vessel could be seen as far away as by day, and she had the whole breadth of the river to pass to port of us. The engineer on watch on board the *Whiteman* reported to me that she had on 120 pounds of steam at the moment of collision, and no bells were rung to slow down, and that he knew the collision was intended. Lieutenant Commanding Lowry, of the *Sciota*, informs me that an hour earlier he had great difficulty in avoiding a collision with her, and that she only sheered off when he cleared away his bow gun to fire into her, not knowing her character and the state of things up river.

The passengers and soldiers on board the *W.* all seemed to think the collision intentional, and wished me to take the captain and pilots in charge. They also said the captain and pilots were in conversation with some rebel prisoners, who, by some inadvertency came on board the boat from the hospital with the wounded.

The captain has, I understand, four sons in the rebel Army, and has declared he would go into that service himself if a young man.

The *Whiteman* some time since took a large sum of money to Vicksburg for a paymaster, and at the suggestion of the clerk of the boat,

who said otherwise she would be run aground at Plaquemine, a guard was put on board and the captain put under restraint until it was delivered. I hope there will be a careful investigation of all the circumstances, and if it is proved that the collision was really designed, or for gross mismanagement, the captain and pilots in charge will be made to answer for the melancholy loss of life resulting.

Very respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Lieutenant, Commanding.

Major-General B. F. BUTLER,
Commander in Chief, Army of the Gulf, New Orleans, La.

Report of the pilot of the U. S. S. Oneida, regarding the collision of that vessel with the steamer Lewis Whiteman.

U. S. STEAM SLOOP ONEIDA, August 7, 1862.

SIR: I was turning the Thirty-five Mile Point at a quarter of 1 o'clock with the gunboat *Oneida*, and I saw a light up the river.

I soon distinguished it was a steamboat coming down the right-hand point. I ordered the man at the wheel to port his helm.

The steamer *Whiteman* altered her course across the river, and I immediately blew the whistle. I ordered the man at the wheel to put his helm hard a-port, which fetched me within 100 feet of the bank. By this time the steamer *Whiteman* was into us right square across the river. The officer of the deck was standing beside me; the river was now full of people from the steamer swimming for their lives. We were on the right-hand side coming up, and she was on the right-hand side going down. She struck us on the port bow. I did not hear her whistle blow at all. It was a bright moonlight night, so light that I could distinguish two men in her pilot house before she struck us.

Respectfully, etc.,

A. H. ^{his} × EDMONDSON,
^{mark}
Pilot of the Oneida.

Lieutenant Commanding GEORGE H. PREBLE, U. S. Navy.

Instructions of Flag-Officer Farragut, U. S. Navy, to Lieutenant Ransom, U. S. Navy, upon the withdrawal of the former from the Mississippi River.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, La., August 8, 1862.

SIR: In leaving this river I shall leave behind me great responsibilities resting on those who represent me and the interest of the United States.

You will be left here for the time being to assist and protect as far as possible the army, and to keep the enemy from interfering with the commerce of the river. When your services are not required here, you will look to the crossing of cattle, arms, ammunition, and stores, to the rebels from one side of the river to the other. You will destroy their flatboats, and take their steamers wherever you find them. I learn that there are a number up the Yazoo and Red rivers. There are only three gunboats, however, that I have reason to believe are

now in existence belonging to the Confederate Government, viz, the *Webb* and *Music*, in Red River, and the *Mobile* in Yazoo. These, all the prisoners say, are armed, but indifferently so.

You will consider that, although Baton Rouge is considered the termination of the two commands of Flag-Officer Davis and myself, you will not, as a zealous officer, hesitate to assist Commander Porter to carry out any enterprise he may form that does not take you away from your legitimate duty of affording protection to the army, etc., at this place.

When your vessels absolutely require repairs you may send one at a time down to Captain Morris, who will attend to their wants, etc.

You will therefore understand that although you will aid Commander Porter under certain circumstances, you are attached to different commands, and your accountability required at different ends of the river. You will call upon Captain Morris to supply all your wants, and make your communications to him, as far as circumstances may require.

Should the army be withdrawn from Baton Rouge, you will report to Captain Morris and continue to run up and down between New Orleans and Baton Rouge.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Lieutenant Commanding G. M. RANSOM,

*Comdg. Division of Western Gulf Blockdg. Squadron,
Baton Rouge.*

Order of Flag-Officer Farragut, U. S. Navy, to Commander Renshaw, U. S. Navy, commanding U. S. S. Westfield, to withdraw from Baton Rouge to New Orleans.

FLAGSHIP HARTFORD,
Baton Rouge, August 8, 1862.

SIR: As there now appears to be no further necessity for your vessels at Baton Rouge, you can return to New Orleans and complete your arrangements for leaving the river. On your way down, however, I wish you to stop at Plaquemine and Donaldsonville and give them notice to send their women and children out of the towns, as it is my present intention to destroy those places on my way down, for firing into our vessels. I understand you to say that you had notified them some time since, when they fired into the *Empire Parish*, that a repetition of the offense would result in the destruction of their town.

Very respectfully,

D. G. FARRAGUT,
Flag-Officer.

Commander W. B. RENSHAW,
U. S. S. Westfield.

Report of Commander Bell, U. S. Navy, regarding the firing upon the U. S. transport Sallie Robinson, near Donaldsonville, La.

U. S. STEAM SLOOP BROOKLYN,
Mississippi River, August 9, 1862.

SIR: When proceeding up the river on the 6th instant, the steam transport *Sallie Robinson* passed on ahead of me, and at sunset was

observed 6 miles ahead. At 9 p. m. five reports of cannon were heard in the direction of Donaldsonville, 7 or 8 miles distant, and the flashes of musketry observed, though the precise locality of the firing could not be indicated. I guessed it to be an attack upon that transport, and watched for her in passing the town, having the watch at the port guns. When 2 miles above the town a volley of musketry was fired at this ship from the same bank of the river, her stern being presented to them. The engine was stopped and one shell instantly thrown in that direction from the stern gun. Nothing more transpiring, I proceeded up the river and at 10 p. m., meeting the army steam transport *Whiteman*, conveying wounded soldiers from Baton Rouge to New Orleans, I turned downstream, and having convoyed her past Donaldsonville, I proceeded up the river again and fell in with you above Manchac Bend.

I am, very respectfully, your obedient servant,

H. H. BELL,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron,
U. S. S. Hartford.

Partial destruction of Donaldsonville, La., August 9, 1862.

Report of Flag-Officer Farragut, U. S. Navy.

U. S. FLAG-SHIP HARTFORD,
New Orleans, August 10, 1862.

SIR: I regret to inform the Department that at the town of Donaldsonville, on the Mississippi, they have pursued a uniform practice of firing upon our steamers passing up and down the river. I sent a message to the inhabitants that if they did not discontinue this practice, I would destroy their town. The last time I passed up to Baton Rouge to the support of the army, I anchored about 6 miles above Donaldsonville and heard them firing upon the vessels coming up, first upon the *Sallie Robinson* and next upon the *Brooklyn*. In the latter case they made a mistake, and it was so quickly returned that they ran away. The next night they fired again upon the *St. Charles*. I therefore ordered them to send their women and children out of the town, as I certainly intended to destroy it on my way down the river, and I fulfilled my promise to a certain extent. I burned down the hotels and wharf buildings, also the dwelling houses and other buildings of a Mr. Phillippe Landry, who is said to be a captain of guerrillas. He fired upon our men, but they chased him off. We also brought off some ten or twelve of his negroes and supplied ourselves with cattle and sheep from his place.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Comdg. Western Gulf Blockading Squadron.

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

Report of the committee of citizens residing on the right bank of the Mississippi, parishes of Ascension and St. James.

ST. JAMES PARISH, August 11, 1862.

Whereas an event most disastrous in its consequences occurred at Donaldsonville on the morning of Saturday last, the 9th instant, when two United States sloops of war and one gunboat, commanded by Commodore Farragut, anchored immediately in front of the town and proceeded to fire on it with their guns and mortars, and to accelerate their work of destruction landed a force and set fire to and consumed the most valuable portion of the town, and also the costly buildings of an adjacent sugar plantation, besides other valuable buildings below the town, and assigned as the reason for this wanton and barbarous act that some of the unarmed vessels of the United States had been fired upon from Donaldsonville and its vicinity; and whereas the enemy has declared his intention, if the firing on his vessels be repeated, to complete the destruction of the town and to lay waste the whole neighboring coast, a threat which this committee believes he will most assuredly carry into effect; and whereas, while the people of the said parishes disclaim any intention to question any policy which the Government may deem advisable to pursue in the prosecution of the war within the limits of the said parishes, and they are willing to make, as they have already made, every personal sacrifice for the common defense, they humbly conceive at the same time, with due deference to the opinion of those in authority, that the firing upon and destroying a few unarmed gunboats (for hitherto no armed vessels have been assailed) can be productive of no results which would justify the jeopardizing the lives and the total destruction of the property of our own people and the demoralizing of our servile population, a result which they consider inevitable if that course be persisted in. They conceive that so long as the enemy, with his immense fleet, possesses exclusively the whole of the river, embracing the lower coast, any attempt to molest him from its banks, unless systematically and efficiently made, must necessarily prove utterly fruitless while the enemy's ability to retaliate exposes riparian estates to utter destruction and ruin: Be it therefore

Resolved, That a committee, composed of the following gentlemen, viz, * * * be and they are hereby, appointed to wait upon his Excellency Governor Moore, in person, and to submit to him the proceedings and resolutions of this meeting, and to use every means to induce the governor to take all necessary steps to avert the evil now impending over good and loyal people of these parishes.

Respectfully submitted.

JOHN H. ILSLEY, *Chairman*.
ELVI MÉLANÇON.
J. K. GAUDET.
ERNEST PEDESOLAUX.
MICHAEL D. GAUDET.

On motion,

Resolved, That the report and resolutions of the committee be, and the same are hereby, fully adopted by this meeting.

A. B. ROMAN.

J. ARISTIDE LANDRY, *Secretary*.

[Enclosure.]

To the people of Donaldsonville, La.:

Every time my boats are fired upon I will burn a portion of your town.

D. G. FARRAGUT,
Flag-Officer.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Caldwell, U. S. Navy, to assume command of the naval forces at Baton Rouge.

U. S. FLAGSHIP HARTFORD,
New Orleans, August 10, 1862.

SIR: You will proceed to Baton Rouge and as soon as Lieutenant Commanding Preble leaves there you will be the commanding naval officer, and you will thenceforth be governed by the instructions of Lieutenant Commanding Ransom, a copy of which is herewith furnished you.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Lieutenant Commanding C. H. B. CALDWELL,
Commanding U. S. Gunboat Itasca.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Preble, U. S. Navy, commanding U. S. S. Oneida, to remain at Baton Rouge until the withdrawal of Confederate forces.

U. S. FLAGSHIP HARTFORD,
New Orleans, August 10, 1862.

SIR: I desire you to continue at Baton Rouge a few days, until the enemy's forces are withdrawn or cease to menace the town. As soon as you are satisfied that the forces of the three gunboats *Itasca*, *Kineo*, and *Katahdin* are sufficient for the protection of our forces at Baton Rouge, you will come down the river and join me wherever I may be, as soon as possible, taking care to fill up your coal before leaving the river. On your departure you will leave Lieutenant Commanding Caldwell in command of our forces. Lieutenant Caldwell has already a copy of my full instructions as given Lieutenant Commanding Ransom.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Lieutenant Commanding G. H. PREBLE,
Commanding U. S. S. Oneida.

Report of Flag-Officer Farragut, U. S. Navy, announcing the death of Commander Wainwright, U. S. Navy.

No. 166.]

U. S. FLAGSHIP HARTFORD,
New Orleans, August 10, 1862.

SIR: It becomes my painful duty to report the death of Commander Richard Wainwright.

Commander Wainwright was taken sick with a slight fever some two weeks ago. The fleet surgeon considered his case a slight one, and that he would soon be enabled to resume his duties, but he continued to fail in strength, which circumstance, however, gave no alarm to the fleet surgeon until three days ago, when Dr. Foltz informed me that the disease of Captain Wainwright had taken a very sudden turn for the worse, and that he thought him to be in great danger. The next day, however, he rallied and hopes were again entertained for his life, but this morning he was evidently worse, and at 3 p. m. he expired.

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

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Preble, U. S. Navy, transmitting recommendation of officer commanding at Baton Rouge regarding positions of vessels.

U. S. SLOOP OF WAR ONEIDA,
Baton Rouge, August 10, 1862—10:30 p. m.

SIR: I forward the accompanying recommendation of the colonel commanding on shore. I shall maintain my present anchorage to-night and if an alarm is raised fire on the line A B and get underway and go up to C and fire on the line C D as soon as practicable.

In the morning I shall get underway and occupy a position opposite C. If an attack is made or expected, a blue light will be burned on the wharf boat *Natchez*, and I shall immediately get underway and occupy station C, as above. Will you please call on board to-morrow morning at 10 a. m. with the other commanders, and we will together devise some simple day and night signals, as proposed by the colonel commanding. The signals already devised by Lieutenant Commanding Ransom, with some slight variation, so as to be general for both flanks and made from some central position, according to the new arrangements of the troops, will, I presume, be all-sufficient.

All that is required is a mutual understanding.

Very truly, yours,

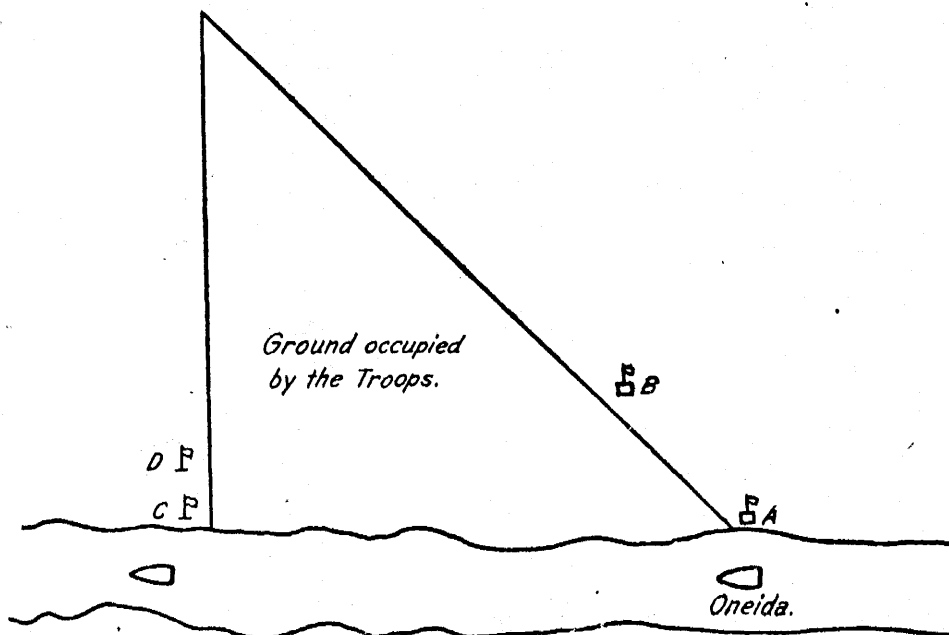
GEORGE HENRY PREBLE,
Lieutenant-Commander.

Lieutenant Commanding ROE.
Lieutenant Commanding RANSOM.
Lieutenant Commanding ERBEN.

[Enclosure.]

HEADQUARTERS SECOND BRIGADE,
Baton Rouge, August 10, 1862.

DEAR SIR: I believe the annexed diagram will enable you to fire with effect in case of an attack.



At the points A, and B C, and D will be seen by day red signal flags and by night signal lights. A is on the top of a two-story brick building next south of North street. It is on the river next below the foundry, has a porch and an iron balcony on the second story, with a lightning rod on the top.

The *Oneida* lies this afternoon nearly abreast this house.

B is on a tree in the yard of the garrison hospital.

C is on a post along the line of defense.

D is also on a post along the line of defense.

A, fire along the lines A and B. C and D will sweep the two land fronts of our position.

I venture to ask that you adopt signals for "More to the right," "More to the left," "Elevate," "Depress," "Fire rapidly," "All right," to communicate to the gunboats from the top of our arsenal by an officer of your command who will come ashore with the necessary signals in case of an alarm.

I should be very glad if the signals could be arranged immediately, and the officer come ashore and examine our arsenal, so as to be ready at once.

Your obedient servant,

HALBERT E. PAINE,
Colonel, Commanding Brigade.

Lieutenant Commanding GEORGE H. PREBLE.

Report of Flag-Officer Farragut, U. S. Navy, setting forth the need of officers and vessels for his command.

No. 169.]

FLAGSHIP HARTFORD,
New Orleans, August 11, 1862.

SIR: The Department must be aware that I am getting short of officers as well as ships. They are going home daily from very much the same cause—used up. I rather understood that I had not the right to advance the officers beyond the grade of master, with which I have been abundantly supplied, but they are not the best material for conducting the routine of a vessel of war, although they may be able to take charge of the deck. I would much prefer a midshipman who had made a cruise to one of these gentlemen as executive officer. We are now generally reduced to one lieutenant on board of each ship, and two or three of the gunboats have none.

By the death of Commander Wainwright I have lost my last commander, and this ship, as well as the *Oneida*, are commanded by lieutenants. I have assigned Lieutenant Preble to the *Oneida* and Lieutenant Thornton to this ship, temporarily. I shall appoint one of the masters in the line as executive officer of this ship.

I have, in compliance with the orders of the Department, ordered the *Miami* home, and she will sail in a few days, as soon as her repairs are completed.

Lieutenants Mackenzie and Kautz went home in the steamer of yesterday—the first by order of the Department, the latter condemned by survey.

I regret to say that I have no vessel well calculated to blockade the Rio Grande, but will send one there as soon as practicable.

All of which is respectfully submitted by

Your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

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

P. S.—I find it necessary to have some assistance here, and have therefore determined, upon my arrival at Pensacola, to order Commander Palmer to this vessel, Lieutenant Commanding Nichols to the *Iroquois*, and Lieutenant Thornton to the *Winona*.

Very respectfully, etc.,

D. G. FARRAGUT,
Flag-Officer.

Report of Flag-Officer Farragut, U. S. Navy, announcing the completion of his work in the Mississippi River and proposed operations against Mobile.

No. 168.]

FLAGSHIP HARTFORD,
New Orleans, August 11, 1862.

SIR: Having now completed my work in the Mississippi, with the exception of taking Vicksburg (which must be left to the Army and Flag-Officer Davis, it being in his portion of the river), and there being no terror to leave behind me, I shall now proceed to Ship Island, and

thence to Pensacola and Mobile, for the purpose of making my arrangements for attacking the forts at the entrance of that bay.

I shall leave for the protection of Baton Rouge three gunboats, *Itasca*, *Kineo*, and *Katahdin*; for New Orleans, *Pensacola*, *Mississippi*, and *Portsmouth*. This force is considered ample by General Butler and myself, and there is no doubt but that our little fight in Baton Rouge and the destruction of the *Arkansas* is equal to 5,000 men to General Butler; still his force is insufficient for his work on this river and in the Gulf.

I beg to say to the Department that the collisions have been so numerous on the river between our vessels that, with the damages from shot and shell and rams, our expenditures for repairs have been very great, and I have been compelled to draw upon the Department, through General Butler, in order to settle my bills and get out of the river. In order to do this with the least loss to Government, I have agreed to take a large portion in current bills of New Orleans, with which I pay the bills as far as I can, but the expenditures for the squadron generally must be made in Treasury notes or in specie. A very little of the latter is used, on account of the high rate of exchange; still some is necessary for change. I have therefore drawn on the Department for \$50,000, to meet my immediate wants before leaving the river, and sent on a requisition for \$100,000 by the mail of the 2d instant, which I hope will meet the approbation of the Department.

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

D. G. FARRAGUT,

Flag-Officer, Comdg. Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, U. S. Army, regarding reported movements of the enemy in Grant's Pass.

FLAGSHIP HARTFORD,

New Orleans, August 11, 1862.

DEAR GENERAL: I learned to-day that the rebels are clearing out Grant's Pass to get out the gunboats into the Mississippi Sound, where they will annoy us very much, and if you don't have some heavy guns in the forts they will come through Lake Pontchartrain and fire on the city. I think this was originally a part of the programme, to make a general attack on Baton Rouge and the city by the various rams. So look to the forts. The great difficulty with me will be vessels of draft to pursue them in the shallow water, but if I once catch them out of Mobile Bay it will trouble them to get back again.

Very truly and respectfully,

D. G. FARRAGUT,

Flag-Officer.

Major-General BUTLER,

Commanding Department of the Gulf, New Orleans.

Letter from Major-General Butler, U. S. Army, to Flag-Officer Farragut, U. S. Navy, requesting an expression of opinion regarding cooperation by the Army.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, August 11, 1862.

SIR: As you are about to leave the Mississippi River for a new scene of action, and, I trust, victorious operations, before you go I beg leave to enquire of you whether, during the time that the Navy has been cooperating with the Army in this expedition to the Southern coast, you have found myself and officers willing and prompt to aid the naval operations of the fleet to the extent of our means and ability.

If we or any of us have been found wanting in this regard, you will do me the favor to state frankly wherein we have been deficient.

Be not surprised at this question, to which I pray for a full and specific answer; but allow me to say it arises from nothing on your part in our intercourse with yourself or the officers of your squadron, but the enquiry has now become necessary for the purpose of meeting or yielding to an accusation.

Believe me, most truly, your obliged friend,
BENJ. F. BUTLER,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, U. S. Army, regarding cooperation.

FLAGSHIP HARTFORD,
New Orleans, August 11, 1862.

SIR: Your letter of to-day has been duly received, and I confess that its contents have astonished me. It is true that we have rarely required the military assistance of the Army, but I certainly have never hesitated to say that you have always been ready and willing to share with us anything you possessed and to render us any assistance in your power, and I think that in this idea the officers have generally been *d'accord*. That you have not been willing to accord to the Navy its due share in the operations of taking New Orleans and at Baton Rouge, I confess there have been some doubts expressed. For example, in your address to your command you told them of their taking New Orleans with the assistance of the Navy, and did not notice the assistance of the Navy at Baton Rouge in the preservation of your command at that place. I do not speak of these things, general, as of my own knowledge, for I have not seen the document to which I allude, but I have no hesitancy in saying that our intercourse has always been of the most friendly character, and I have always felt that I could call on you, as you might on me, with perfect security of obtaining the support or assistance that was required, and I have always so expressed myself to the officers of my command. I did not hesitate to say to you and to the Department that your conduct was prompt and energetic in crossing to the Mississippi when we passed

the forts, and if I have failed to do justice to you or your command it has been through inadvertance and not design.

I remain, very truly and respectfully, your obedient servant,
D. G. FARRAGUT,
Flag-Officer, Commanding West Gulf Blockading Squadron.

Major-General B. F. BUTLER,
Commanding Department of Gulf.

Second letter from Major-General Butler, U. S. Army, to Flag-Officer Farragut, U. S. Navy, regarding cooperation by the Army.

Private.] HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, August 11, 1862.

MY DEAR SIR: I believe you might well be surprised at my official letter to-day.

I need not assure you that it was not caused by any act or thought of yours. It became necessary, however, to meet the representations of Captain Porter, of the mortar fleet, as to the operations of the Army. I assure you that never have I failed publicly and privately to acknowledge and add my testimony to the concurrent thought of all my officers in their appreciation of the gallant acts of the Navy.

My dispatches everywhere show this, and I only call your attention to the fact in justification of what I certainly deem an unkind thought toward myself.

I am not aware that the Navy "preserved" my army at Baton Rouge. If so, I will acknowledge it with pride and pleasure.

I assure you, my dear admiral, that I feel only the most glorious exultation at the exploits of your branch of the service.

You need no one to speak of or herald your acts. They speak for themselves. The Navy need have no jealousy of the Army, especially in this department. And while I will acquit you of any intentional or unintentional neglect of the Army or its acts, yet I will call your attention to the fact that the only mention of the existence of the army of this department, even in the official dispatches of the Navy relating to the capture of New Orleans, is by Captain Porter in these words:

"I sent General Butler in the *Miami* round in the rear of the forts." For this I do not feel at all aggrieved by you or your officers. On the contrary, I beg to repeat, toward yourself personally and the officers of the squadron I have none but the most cordial feelings.

Believe me, truly, your friend and servant,

BENJ. F. BUTLER.

Rear-Admiral FARRAGUT,
Commanding, etc.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, U. S. Army, responding to additional letter of the latter regarding cooperation.

FLAGSHIP HARTFORD,
New Orleans, August 12, 1862.

MY DEAR GENERAL: I received your kind letter and fully appreciate your feelings now, but I thought your letter might have grown

out of something that had been said here by some one under my command, and as the expressions I mentioned were all that I had ever heard I frankly stated them. But even then, my dear general, you misunderstood me. I did not say "The Navy preserved your army at Baton Rouge." My language was, "The assistance of the Navy at Baton Rouge" to preserve your command.

The officers at that post were, and still are, on the most cordial terms. They only thought that their shells were well directed and had their good effect in preserving your small force in its contest with such great odds, and I suppose they felt that it was due to them to mention them. In fact, it is natural that we should as military men expect to receive credit for our exertions, but in our anxiety we should not forget to render unto others that which we expect to receive ourselves.

I can only say, general, if I had done so I regret it the more because it has always been a rule of my life to "Do unto others as I would they should do unto me."

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Major-General B. F. BUTLER,

Commanding Department of Gulf.

Report of Lieutenant Ransom, U. S. Navy, regarding the sinking of the wharf boat Laurel Hill.

U. S. GUNBOAT KINEO,

Baton Rouge, La., August 12, 1862.

SIR: I have to report that the prize wharf boat *Laurel Hill* sank this morning to her upper deck, parted her fasts, and drifted down the river.

It was discovered yesterday morning—the pumps having been diligently worked during the night—that she was leaking rapidly, and appeared to have broken amidships, sinking aft. Great efforts were made to save her, but finding it hopeless and that she must inevitably sink, the sick were hurriedly moved to the wharf boat *Natchez*, of which I took immediate possession and will continue to occupy her as a hospital as long as may be requisite.

I succeeded in removing the *Kineo's* rigging, which had been stored in the *Laurel Hill*, and some of the property belonging to the latter, though, in the hurried process of moving to the *Natchez*, many things were stolen in spite of the utmost watchfulness to prevent pillaging. Much that was stored on the lower deck, though not of any considerable value, was lost.

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

GEO. M. RANSOM,

Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron.

Report of Commander Alden, U. S. Navy, commanding U. S. S. Richmond, of arrival of that vessel at Ship Island on account of report that New Orleans was threatened.

U. S. S. RICHMOND,
Ship Island, August 12, 1862.

SIR: I have respectfully to report that I left the river on the 3d instant in this ship, and the next morning arrived off Mobile, where we found the *Susquehanna*, *Kanawha*, *Preble*, and *Bohio*. Captain Hitchcock desired me to remain there to assist in the blockade until the moon got larger, and to let the *Kanawha* go to Ship Island and coal. I did so and left for Pensacola on the 8th, arriving there on the same day. On the day following I received a dispatch from Captain Hitchcock informing me of the attack on Baton Rouge, that you had gone up the river with the fleet, and also the report that New Orleans was threatened by an army of 40,000 men. Believing that our presence there might be necessary, I immediately stopped repairs of the engines, which we had commenced, got them put together again, and started for this place for the purpose of collecting materials left here by us on our way to the river and now necessary for repairs, both to the engines and vessel. Intending that my movements afterwards should be governed by circumstances, I communicated with Captain Hitchcock on my way, and arrived here yesterday, where I can find nothing to give color to the report that New Orleans was in danger, and where I shall remain, going on with the necessary repairs, until I hear from you. Besides, I think the presence of some one of us is necessary here to protect the fleet of coal vessels (twelve in number) now lying at this anchorage. It is a matter of surprise that the rebels have not been here and destroyed them long since. The *Potomac* is no protection to them at all, where she lies, outside the anchorage.

Respectfully,

JAMES ALDEN.

Rear-Admiral FARRAGUT.

Report of Acting Volunteer Lieutenant Kittredge, U. S. Navy, regarding operations near Corpus Christi, Tex.

U. S. YACHT CORYPHEUS,
Off Corpus Christi, Tex., August 12, 1862.

SIR: I would respectfully report that at 12 m. this day, having removed the obstructions (consisting of three sunken vessels filled with stone) in Corpus Christi dug-out (an artificial channel connecting Aransas and Corpus Christi bays), I got this vessel underway and ran through the cut. One of the rebels' armed vessels appearing in sight, I gave chase. After rounding McGloin's Bluff, gained sufficient upon her to get within range. Opened fire upon her with the Parrott gun, when she stood for and ran upon the beach and was fired and deserted by those on board. Boarded her, put the fire out, and hove her off. She proved to be the armed schooner *Breaker*, formerly a pilot boat at Pass Cavallo. The armed schooner *Elma* was fired and abandoned in the channel to Nueces Bay at the same time. Ran across the bay to Corpus Christi, when the sloop *Hannah* was also run ashore and burned. The balance of the fleet (consisting of U. S.

gunboat *Sachem*, Acting Master Johnson, commanding, the schooner *Reindeer*, and sloop *Belle Italia*, both captured prizes in Aransas Bay, officered by *Arthur's* officers) came up at night.

WEDNESDAY, August 13, 1862.

At 9 a. m. landed under white flag and met Major Hobby (in command of the Confederate forces) and officers of his command and Judge Gilpin, chief justice of the county. Demanded the evacuation of the place by the military, but consented to the inhabitants remaining, promising to respect their private property, but told them they must remove their women and children if they intended to make a stand. They asked for forty-eight hours for this purpose, which was granted.

SATURDAY, August 16, 1862.

At early dawn the rebels fired upon us from behind the levee, where they had planted a battery. Their fire was immediately returned from gunboat *Sachem* and yacht *Corypheus* with spirit. A shot passed through the mainsail (as it was furled) of the *Corypheus*; another passed through the *Sachem's* side, a splinter injuring Master's Mate Granger. Several other shots striking the rigging of both vessels, it being quite calm, could not get into position with the schooner *Reindeer* and sloop *Belle Italia*, the two latter firing at long range.

We succeeded in silencing their batteries, but upon our ceasing to fire (as there was nothing to fire at) they returned to their guns and again opened upon us. We silenced them several times during the day, driving them from their guns, they taking shelter behind the levee and in buildings sheltered by it. A desultory fire was thus kept up throughout the day. At night withdrew out of range.

SUNDAY, August 17, 1862.

Repaired our mainsail. At 11:30 p. m. the rebels set fire to the steamer *A. B.* She was aground in a narrow channel that leads to Nueces Bay (not navigable for vessels drawing over 2 feet of water), near a point of land that runs down from Corpus Christi. I had made several ineffectual efforts to haul her off, so removed the steam cap, throttle-valve, and rolling shaft. She burned to the water's edge.

Confident of being able to give a good report of to-morrow's work, and expressing the hope that you may be pleased with our efforts, I am,

Very respectfully, your obedient servant,

J. W. KITTEDGE,

Lieut., Comdg. U. S. Bark *Arthur* and Forces in Aransas Bay.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

General order of Flag-Officer Farragut, U. S. Navy.

FLAGSHIP HARTFORD,

Mississippi River, August 13, 1862.

The commander in chief feels happy in acknowledging the honors paid him by the officers of his command, and still more so that the Government should have, in conveying to him the agreeable intelli-

gence of his promotion, accompanied it by that resolution of Congress in which the people and Government acknowledge the gallantry of the officers and men of this fleet for the handsome manner in which they overcame the rebels in their multifarious forms of forts, floating ironclad batteries, rams, gunboats, etc., and thereby showing a full appreciation of your merits and abilities. Your admiral feels assured that you will never disappoint these high expectations.

A new field is now open before you. To your ordinary duties is added the contest with the elements. Let it be your pride to show the world that danger has no greater terror for you in one form than in another; that you are as ready to meet the enemy in the one shape as in the other, and that you, with your wooden vessels, have never been alarmed by fire rafts, torpedoes, chain booms, ironclad rams, ironclad gunboats, or forts.

The same Great Power preserves you in the presence of all.

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, U. S. Army, acknowledging congratulations on his promotion.

FLAGSHIP HARTFORD,
New Orleans, August 13, 1862.

DEAR GENERAL: I thank you kindly for your salute, and hope that I may be able to return it at some no distant day with interest. I feel proud of the title because we have struggled long and hard for it in the Navy. I feel proud of it because my country seems to think I have won it, and I feel proud of it because the thousands of my brave companions in arms who shared in the perils of the day were not forgotten in the resolution of Congress which accompanied my commission.

These things are gratifying, and I only trust that I may continue to enjoy them, and that by our combined movements upon Mobile we may be able to add to our country's obligation to its Army and Navy, for be assured that no one will be more happy than myself to share with the Army the honors of taking that or any other place.

Wishing you continued health and happiness, I remain,

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Major-General B. F. BUTLER,
Commanding Department of Gulf.

Report of Lieutenant Roe, U. S. Navy, requesting the services of the U. S. S. Mississippi in view of expected attack on Baton Rouge.

HEADQUARTERS BATON ROUGE, August 13, 1862.

DEAR CAPTAIN: I write at the request of Colonel [H. E.] Paine and Lieutenant-Commanding Ransom.

We have good information that we are to be attacked Friday. The *Essex* is up the river. I am almost useless, owing to my heavy sick

list of 38 men. The *Kineo* is using only one boiler. A new ram, called the *Fair Play*, is coming down, accompanied by the gunboats, and we are not strong enough. The enemy are preparing to have batteries on the west side of the river to play upon us.

Under these circumstances we are forced to urge upon you the necessity of sending up the *Mississippi* or some other heavy vessel to assist us.

Our information comes from the best of sources, and we rely upon them.

Very respectfully,

F. A. ROE,
Lieutenant-Commanding.

Captain HENRY W. MORRIS,
Commanding Naval Forces, New Orleans, La.

Report of Lieutenant Ransom, U. S. Navy, requesting the services of a large vessel in view of expected attack on Baton Rouge.

U. S. GUNBOAT KINEO,
Baton Rouge, La., August 13, 1862.

SIR: We have information, which seems reliable, that we are to be attacked on the 15th by a ram (the *Fair Play*) and three gunboats, acting in concert with a strong force under Breckinridge and Jeff. Thompson. Preparations are being made also for operating from the west side of the river.

I would respectfully urge the necessity of another vessel here immediately—the *Mississippi* or some other large vessel.

The enemy comes this time in much stronger force, with siege guns and other artillery.

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

GEO. M. RANSOM,
Lieutenant, Comdg. Division Western Gulf Blockading Squadron.

Captain HENRY W. MORRIS,
U. S. S. Pensacola, New Orleans.

Order of the Secretary of the Navy to Captain Taylor, U. S. Navy, commanding U. S. S. Housatonic, to proceed to duty in the West Gulf Squadron.

NAVY DEPARTMENT, *August 13, 1862.*

SIR: The Department's order of July 15 is hereby revoked, and as soon as the U. S. steam sloop *Housatonic* is ready for sea you will proceed with her to the Gulf of Mexico and report to Rear-Admiral D. G. Farragut for duty in the Western Gulf Blockading Squadron.

You will touch at Mobile, where you may obtain information of the movements of Rear-Admiral Farragut.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain W. R. TAYLOR, U. S. Navy,
Commanding Housatonic, Navy Yard, Boston.

Report of Acting Master Crocker, U. S. Navy, commanding U. S. S. Kensington, regarding the capture of the schooner Troy, near Sabine Pass, August 13, 1862.

U. S. S. KENSINGTON,
Pilot Town, Mississippi River, August 30, 1862.

SIR: I have the honor to report that at 8 o'clock on the morning of the 13th instant, near Sabine Pass, I captured the schooner *Troy*, of 23 tons, in the act of running the blockade with a cargo of 65 bales of cotton.

The schooner was seen from this vessel to leave the channel and steer out to sea. There was no flag on board, but the papers found, viz, bill of sale, register, manifest, and clearance, all signed by rebel officers at Sabine Pass, appear to establish conclusively the illegal character of the vessel and the voyage.

The schooner appearing too small to trust a prize crew upon, was taken in tow by this vessel and brought to this place, where, by order of Captain Henry [W.] Morris, senior officer, the cotton has been transhipped, together with the papers and witnesses to [New York] for adjudication.

I am, very respectfully, your obedient servant,
FREDERICK CROCKER,
Acting Master, Commanding.

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

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding the mortar schooners.

NAVY DEPARTMENT, August 14, 1862.

SIR: The Department authorizes you to send the mortar schooners home, if you are not in need of them.

Let them go in to Boston.

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

Rear-Admiral D. G. FARRAGUT.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, regarding the capture of the brig Josephine, and requesting opinion regarding the schooner George Washington.

U. S. S. HATTERAS,
Blockading Berwick Bay, August 14, 1862.

SIR: Meeting the U. S. S. *Kensington* gives me an opportunity of sending monthly returns and reporting the capture of the rebel brig *Josephine* on the 28th of last month, with 322 bales of cotton, out of the bayous near Berwick, where she has been lying waiting an opportunity to escape ever since your squadron went past the lower forts on the Mississippi. I sent her to Philadelphia in charge of one of my masters and a prize crew, and transmitted a report with duplicate papers to the Secretary of the Navy. Since then I have overhauled a schooner called the *George Washington* (but no name painted) in a

bayou leading into Lake Calcasieu, which has a regular license and clearance from our provost-marshal at New Orleans to get a load of cotton and "return," but the people about told me that when she got her cargo from the interior the captain intended to take her to Havana. She was not worth taking without this cargo, and it is for you to judge whether, under the circumstances, I should have been justified in taking her with it.

The steamer *Indian No. 2*, previously reported, I since learn did not return to New Orleans, and may now be doing duty for the rebels. This vessel, you will recollect, had a pass from General Butler, and you see how little dependence can be placed on these people. I have yet a portion of her cargo on board.

I shall soon be short of coal and provisions, and, if not otherwise ordered, shall run into the Mississippi for a supply. My condenser also will require repair.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Western Division, Gulf Blockading Squadron.

Report of Lieutenant Roe, U. S. Navy, commanding U. S. S. Katahdin, requesting the removal of the sick from that vessel.

U. S. GUNBOAT KATAHDIN,
Off Baton Rouge, La., August 15, 1862.

SIR: I send down to you six invalids who are recommended by the surgeon of this vessel to be sent to the hospital at Pilot Town. These men are not improving here, and the constant state of alarm on all the boats only tends to keep them worse. Besides, in the event of a severe conflict, they might not be perfectly safe in the wharf boat, and I have so many ill on board that I can not receive them. The enemy having sent in word by a flag of truce that "no quarter would be given or taken," I deem it imperative to remove my sick to a place where they will be safe.

Accounts and descriptive lists are sent herewith.

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

F. A. ROE,
Lieutenant, Commanding.

Captain HENRY W. MORRIS,
Commanding Naval Forces, New Orleans, La.

Report of Flag-Officer Farragut, U. S. Navy, calling attention to the need of fresh provisions in the squadron.

No. 173.]

U. S. FLAGSHIP HARTFORD,
South West Pass, Mississippi River, August 15, 1862.

SIR: I respectfully request that all supplies, etc., for this squadron be sent to Pensacola and one other port.

I desire to call the attention of the Department to constant complaints made by the officers of this squadron, commanding at Barataria and points on the coast of Texas, of the failure of the supply

vessels *Rhode Island* and *Connecticut* to communicate and supply them with fresh provisions. Two of my vessels have already been sent home with scurvy, arising from want of fresh provisions. I hope the Department will direct the commanders of supply vessels to furnish my vessels on the coast.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Farragut, U. S. Navy, giving the reason for disregarding the Department's order relative to reception of persons without their accounts.

No. 174.]

FLAGSHIP HARTFORD,

South West Pass, Mississippi River, August 15, 1862.

SIR: I have to report to you that I have been obliged to call upon the commanders of transports to neglect your order concerning the nonreception of persons without their accounts.

I have been obliged to pursue this course, as there are many men whose accounts can not be obtained readily that the surgeons represent to me would die should they not be sent North. In one case particularly a man from the *Varuna*, whose accounts were at the bottom of this river, died simply from the fact of his being obliged to remain here, the commander of the transport having refused to receive him without his accounts.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Farragut, U. S. Navy, requesting the Department's views regarding the supremacy of his command.

No. 175.]

FLAGSHIP HARTFORD,

South West Pass, Mississippi River, August 15, 1862.

SIR: I wish to know the views of the Department as to the gunboats which were sent out here as part of Commander D. D. Porter's command, viz, the *Harriet Lane*, *Westfield*, *Olfyton*, *Owasco*, and *Jackson*. Am I to consider them as a separate command under Commander Renshaw, or as a part of my command? There appears to be a difference of opinion on this point. For instance, Commander Renshaw considered that he was charged with the whole arrangement of those vessels, and appointed the first lieutenant, Mr. [Robert] Townsend, as commander of the *Miami* when I was up the Mississippi instead of referring the matter to Captain Morris or waiting my arrival.

I only wish to know the views of the Department before I begin my operations at Mobile. Commander Renshaw has always been prompt

to execute all my orders, but some of the other officers have had a difficulty with subordinate officers of my command. Captain Eagle reports Lieutenant Commanding Guest for a positive disobedience of his orders, and I know that some of them entertain the idea that their command is distinct. I would therefore like to know the views of the Department.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

*Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Russell,
U. S. Navy, commanding U. S. S. Kennebec.*

FLAGSHIP HARTFORD,

South West Pass, Mississippi River, August 15, 1862.

SIR: As soon as you have finished coaling you will proceed with the vessel under your command to Mobile Bay, and upon your arrival there report to Commander Hitchcock or the senior naval officer present.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Lieutenant Commanding JNO. H. RUSSELL,

Commanding U. S. S. Kennebec.

*Order of Flag-Officer Farragut, U. S. Navy, to Commander Walker,
U. S. Navy, commanding U. S. S. De Soto, to proceed to blockade
duty at the mouth of the Rio Grande.*

FLAGSHIP HARTFORD,

Gulf of Mexico, August 16, 1862.

SIR: Your dispatches were duly received by the *Kensington*, and I am glad to find that your crew are not so much affected with scurvy as you at first anticipated. I will see that the supply vessels run down to you and deliver vegetables. The season is so far advanced now that visiting almost any port in the Gulf would be attended with risk of fever, but as soon as I can spare the vessels I will let them go, one at a time, to some port to recuperate their crews.

I regret to see that there is no vessel at Brazos River, San Luis Pass, or Matagorda Bay. I fear that there are not near enough vessels to make the blockade efficient, but you will have to go down to the Rio Grande and Brazos Santiago, where there has not been a vessel since the *Montgomery* left. In fact, I have not had the vessel or a commander to do the duty. It is a very delicate one and requires an officer of tact and experience to keep from difficulty with the foreign powers, and at the same time to prevent the introduction of munitions of war and contraband articles. In fact [it] is almost impossible, as Matamoras can pass them over until we have a light-draft vessel to

run inside the river, and that would be attended with more hazard than profit.

As fast as vessels arrive that can be of use to you on the coast of Texas I will send them down.

As to the repairs on your vessel, they will have to await the fall of Mobile or the arrival of some vessel to take your place, when you can be allowed to come to Pensacola, to which place I am about to move the squadron as our future depot. But you must do the best you can until I can have a little chance to look after the vessels in the Gulf. My absence 500 miles up the Mississippi has caused me to neglect my outside duties very much, although I have done my best not to.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commander W. M. WALKER,

Commanding U. S. S. De Soto.

Unofficial letter from Lieutenant-Commander Ransom, U. S. Navy, to Lieutenant Preble, U. S. Navy, regarding affairs at Baton Rouge.

U. S. GUNBOAT KINEO,

Baton Rouge, La., August 16, 1862.

DEAR PREBLE: I thank you for your very kind letter of the 13th instant. I delivered your message to Roe about your mail, and I presume he has given it his attention. The rebels are about 4 miles distant in a considerable force, said to be 16,000, and we have been expecting an attack hourly, somewhat impatiently, since yesterday morning. We have the old *Mississippi* here, you know, on the left flank, with the *Essex*, the *Itasca*, *Kineo*, and *Katahdin* on the right flank. We are well prepared now. We believe we can protect our little army here against any force the enemy can bring.

The *Sumter* went up to Bayou Sara two days ago, and a report came to us yesterday that she was aground. A steamer (the *Ceres*) was sent to her assistance, but returned last night with the *Sumter's* officers and crew, the vessel having been abandoned.

The *Itasca* was sent up immediately, accompanied by the *Ceres*.

They will endeavor to save her, if possible, or otherwise they will burn her. I would write you a long letter if I had time.

I must hurry ashore now to get this off by a steamer just about to leave for New Orleans. I like your suggestion regarding the 32-pounders on board the *Fearnot*. I will profit by it if I have a chance. Please sign the enclosed certificate and forward it to Mr. Diman, Bristol, R. I. I received a letter from my wife to the 1st instant; all well. Roe tells me there is nothing for you in your mail here. Let me hear from you again. I will write more, and more satisfactorily, I hope, next time. The intrenchments are nearly completed and all the grounds embraced within the lines have assumed the shape of a regular fortress.

In haste, your friend,

RANSOM.

Report of Acting Volunteer Lieutenant Kittredge, U. S. Navy, commanding forces in Aransas Bay, regarding an attack upon Confederate battery in Corpus Christi Bay, August 18, 1862.

U. S. YACHT CORYPHEUS,
Off Aransas, Tex., August 20, 1862.

SIR: I have the honor to report that on Monday, August 18, 1862, off Corpus Christi, Tex., got underway and took position for attacking the enemy's battery. Landed the 12-pounder rifled howitzer from sloop *Belle Italia*, with a party of 30 men, under command of Acting Master's Mate Alfred H. Reynolds, with a view of getting in position to take the enemy's battery. Placed schooner *Reindeer*, Master's Mate William Barker in command, in position to support the shore party and pour shrapnel and canister from his 24-pounder howitzer into any force charging them.

Mr. Reynolds advanced to musket range and opened upon the battery with shell, the *Sachem* firing shell from her 32-pounders and the yacht throwing shell with percussion plungers from her Parrott gun, both vessels delivering their fire with excellent effect. The *Sachem* advanced to within musket range. At this time the enemy deployed to the right of our forces on land 160 infantry, evidently with the intention of flanking them; but Mr. Barker, with the schooner *Reindeer*, stood in toward them and opened fire upon them with such marked effect that, together with grape from the *Sachem's* 32s and the yacht's fire, their advance was checked and they began to scatter. Up to this time Mr. Reynolds had maintained his ground boldly, firing his gun deliberately and with precision, but suddenly 250 to 300 cavalry charged down upon him and for a moment their capture seemed imminent. The yacht was immediately run down toward them within short range, and the *Sachem* also, and the fire of both vessels directed at the cavalry. The schooner *Reindeer* poured shrapnel and canister into their ranks, and after an advance of about 400 yards from the battery they wavered under the scathing storm of iron and were repulsed with evidently considerable loss, many being seen to fall, and retreated to the shelter of the town.

I have omitted to state that the enemy's battery was silenced previous to their infantry and cavalry charges. Our land force was withdrawn (after their charge upon it and the enemy's repulse), as they had expended all their ammunition. Our whole force, including officers, was about 100 men. We had some 8 or 10 sick, who were put on board the prize schooner *Breaker* and anchored out of range. The enemy's force could not have been less than 250 infantry and artillery engaged, and 300 cavalry, and they doubtless have more troops in reserve.

Not possessing the means to hold the town against so large a force, and having observed that the cavalry emerged from the town and retreated to its shelter, I determined to shell them out of it, and threw (from both the *Sachem* and this vessel) shell into such portions of the town as they seemed to occupy, driving them back to the plains. I then withdrew all the vessels and anchored for the night.

The casualties for this day's engagement, I am happy to say, are but one—John Allen, landsman, on schooner *Reindeer*, slightly wounded in the thigh by a musket ball.

The *Sachem* received four shots in hull and upper works, and several in rigging, smokestack, etc., having been the most prominent target for the enemy's fire. The yacht received two shots through her main-sail to-day.

Considering that the enemy were behind a battery of earthworks and completely sheltered, I consider we have escaped with trifling injury, and the moment we drew them from their cover they were made to bite the dust.

I can not omit to mention the cool and determined manner in which Acting Master Amos Johnson, in command of the *Sachem*, fought his vessel while immediately under the enemy's fire, and the courage and zeal with which he engaged the enemy. His conduct throughout was such as I can cheerfully recommend to your notice.

Mr. Barker's gallant support of the shore party and his vigorous and rapid discharges of shrapnel and canister into the enemy's ranks (when exposed to a shower of musketry) mainly prevented the capture of the 12-pounder howitzer by an overwhelming force.

Mr. Bellows, master's mate of the *Arthur*, in charge of the *Corypheus*, handled the vessel with judgment and promptness, frequently pointing and firing the gun with as much coolness as though he was practicing at a target. In short, both officers and men met my expectations fully and fought well and nobly.

As we have run short of ammunition and projectiles for the 32s and 30-pounder rifled gun, the fleet have now anchored in Aransas Bay to wait the return of the *Arthur* from New Orleans, where she has gone, in charge of Executive Officer [W. O.] Lundt, to carry prize cotton and to obtain stores, before engaging in any further demonstrations. Hoping my operations here will meet your approval,

I am, very respectfully, your obedient servant,

J. W. KITTREDGE,

Lieut., Comdg. U. S. Bark Arthur and Forces in Aransas Bay.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Instructions from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, giving plan of operations and promise of reinforcement.

NAVY DEPARTMENT, August 19, 1862.

SIR: I have received your letter of the 7th instant and congratulate you and the officers and men under your command on the destruction of the ram *Arkansas*.

Although this formidable vessel has been destroyed, it is still important that an adequate naval force should be maintained in the Lower Mississippi, especially at New Orleans. That city must be held and our small army there must receive all necessary support from the Navy. These are objects of more importance than any other which may be at present in view in that quarter. The unsettled state of affairs on the Mississippi, the want of a sufficient military force to make all secure, and the present condition of your vessels, do not seem to admit of the expediency of attempting the concentration of an

adequate force at Mobile for the reduction of that place. Under these circumstances, and in the absence of troops to cooperate or hold the place if captured, it is no doubt best to defer for the present any intention you may have entertained of such a project, and instead thereof to dispose of our available force at advantageous points. The safety of New Orleans must be placed beyond doubt. There are indications of the preparation in Red River by the enemy of gunboats, and it would be well to guard the mouth of that river.

More attention should be given to the coast of Texas than has been in your power to render whilst conducting important operations on the Mississippi. An ample force should be stationed off Mobile to repel any attacks from the enemy's vessels in that quarter and to maintain an efficient and stringent blockade.

The Department will endeavor to send you more vessels and to place at your command a sufficient force to continue the prosecution of the good works already accomplished.

The new steam sloop *Housatonic*, Captain William R. Taylor, will sail from Boston shortly to join your squadron.

The course of events on the York peninsula and before Richmond has very much deranged our plans and diverted from the blockade a considerable force destined for blockade duty. Many of the vessels which have been locked up in James River will, it is anticipated, be soon released, when you will be reinforced and enabled to discharge more effectually the blockade of the whole coast committed to your charge.

Your great distance from, and the necessity of sometimes acting without being able to communicate with the Department, are fully appreciated, and I have entire confidence that in such emergencies your decision will be wise, energetic, and correct.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral D. G. FARRAGUT,

Comdg. West Gulf Blockading Squadron, New Orleans, La.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant McDermut, U. S. Navy, commanding U. S. sloop Preble, to proceed to Pensacola.

FLAGSHIP HARTFORD,
Mobile Bay, August 19, 1862.

SIR: You will proceed in the vessel under your command to Pensacola, Fla., reporting to me on your arrival there.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Lieutenant-Commanding D. A. McDERMUT,

Commanding U. S. Ship Preble.

Order of Flag-Officer Farragut, U. S. Navy, to the commanding officer of the U. S. brig Bohio.

FLAGSHIP HARTFORD,
Off Mobile Bay, August 19, 1862.

SIR: You will proceed down the coast of Texas and report your vessel to Commander W. M. Walker, off Galveston, for duty on the blockade.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

COMMANDING-OFFICER U. S. BRIG BOHIO.

Report of Flag-Officer Farragut, U. S. Navy, after inspection of the Pensacola navy yard.

FLAGSHIP HARTFORD,
Pensacola Navy Yard, August 20, 1862.

SIR: I have to inform the Bureau that I arrived at this yard this morning. I consider it so much better for the vessels to have a good harbor as the season advances for their repairs, that I determined to look at this yard and see what could be done in the way of facilitating repairs, etc., to the squadron.

I visited the yard this morning with the fleet surgeon and chief engineer. The only house in the yard suitable for the accommodation of sick is the old chapel and former armory, which will hold about 60 persons. It has one or two shell through the roof, but could soon be repaired with but little cost, as there is plenty of slate. The new machine shop is in pretty good state of preservation. It has been about half slated, and there appears to be an abundance of slate to finish it, and we could then put our machinery in it from Ship Island at small cost. There is a new storehouse about 200 feet long that does not appear to have been troubled by either party. The frame of the roof is on, and only requires boarding and slating or shingling. With these, and the house sent out in the *Holcombe*, we will be able to get along for a while, if the Bureau will allow the work above stated to be done. Nearly all the laborers requisite are slaters or house carpenters to repair the roofs.

There is a very large quantity of copper and iron lying about in every direction, which I will endeavor (when we have a few contrabands) to place in piles and to take care of. I am landing large quantities of coal and putting up the hoisting machine for coaling our ships, which will, in the feeble state of our crews, be a great saving of labor.

I would be glad to have authority to make all or any part of these repairs. Otherwise I shall be compelled to continue the machinery at Ship Island and keep our vessels in an open roadstead instead of this excellent harbor. I also wish the authority of the Bureau to employ steadily about one dozen mechanics from New Orleans to repair the ships, boats, etc.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockdg. Squadron.

Rear-Admiral JOS. SMITH,
Chief of Bureau of Yards and Docks, Washington City, D. C.

Report of Flag-Officer Farragut, U. S. Navy, recommending that the Pensacola navy yard be used as a naval depot for the squadron.

No. 177.]

FLAGSHIP HARTFORD,
Pensacola Navy Yard, August 20, 1862.

SIR: As the Department left it to my discretion to select this port or Ship Island for the depot for my squadron, I took a run over here to see what was left of the navy yard before deciding. I have had a great deal of coal landed, as it is a great saving of labor, as well as enabling the vessels to coal in a smooth harbor. At Ship Island it occurs frequently that you can not take a vessel alongside for several days together. I therefore landed the hoisting machine, some soft coal, some wood, and the frame house which came out in the *Thomas Holcombe* on the wharf at this place.

The *Brooklyn* will have to have a temporary repair of her side, where the ram ran into her. The damage is very great, and very little more force would have sunk her. I will run some strakes of plank over it, and she will last out this cruise I hope.

I examined the yard all through to-day with the fleet surgeon and chief engineer. The old chapel and armory was the only building that would accommodate the sick, and that only about 60. The roof had been penetrated by one or two shells, but can be repaired at small cost, as there is plenty of slate in the yard. The new machine shop is not injured. The slating was about half finished and has been a little broken since, but there appears to be plenty of slate to finish it. The new storehouse is untouched, and being left with the rafters of the roof on, now only needs the boards and slate or shingles, as the Department may please.

The buildings will be sufficient for any purposes, and we could remove our machinery from Ship Island and we would then have a snug harbor for our ships.

If the Department will allow me to employ steadily a few mechanics for the repairs of our vessels we could get along admirably here. I have not seen the commanding officer to know what is the danger of an attack in the rear by the enemy.

There is a quantity of copper and iron lying about in the yard, which I will get contrabands to pick up, and have it taken care of. The houses are generally total ruins; the walls so cracked (except the marine barracks and stables) that they will have to be taken down. It is the most perfect destruction or wilderness you can conceive of. I would be glad if the Department would allow the above repairs to be made for our convenience. I will hurry up the repairs of the vessels and get off for Mobile as soon as possible, and this place will be very convenient for the disabled ships. All of which is most respectfully referred to the Department by

Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockdg. Squadron.

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

Report of Fleet Surgeon Foltz, U. S. Navy, urging precautions against contagion from yellow fever.

FLAGSHIP HARTFORD,
Pensacola, August 20, 1862.

SIR: On the day before yesterday, at Ship Island, we fell in with the U. S. transport steamer *Rhode Island*, from Boston, via Key West. I was informed by Captain Trenchard, of the *Rhode Island*, that the yellow fever was prevailing at Key West while the *Rhode Island* was there; and that the *San Jacinto*, the flagship of that station, had gone to a Northern port in consequence of having yellow fever on board. As that disease now exists at Key West, I would urgently recommend that hereafter the *Connecticut* and *Rhode Island* should not enter Key West in their passages to and from this fleet, and that the *Rhode Island*, during her present voyage, should not proceed to New Orleans, lest she should convey the disease to that city and to the army.

When we saw the *Rhode Island* she did not have a case of fever on board, but Mr. [William H.] Gamble, third assistant engineer, who came passenger in her, and was transferred to this ship, has to-day been seized with violent fever, which I shall carefully watch, and hope it will not prove to be a case of the disease referred to. Knowing this disease well, I deem it my duty to guard in every possible way against its propagation in the fleet and army, and urgently recommend complete nonintercourse with Key West and infected vessels.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Division Gulf Blockading Squadron.

Report of Flag-Officer Farragut, U. S. Navy, regarding preparations for operating against Mobile, and regretting the proposed withdrawal of General Butler from Baton Rouge.

FLAGSHIP HARTFORD,
Pensacola Navy Yard, August 21, 1862.

SIR: I am now collecting my forces and preparing the vessels as fast as I can for operations against Mobile, but I find my force is small. Neither the *Kearsarge* nor *Adirondack* (vessels I have expected for months) have arrived yet, nor do I hear of them.

I have been compelled, as I have informed the Department, to leave in the Mississippi River three ships and three gunboats, also one gunboat, the *New London*, and her tender in Lake Pontchartrain for the protection of General Butler's rear on Pass Manchac.

I received yesterday by Captain Palmer, a letter* from Commodore Morris, informing me that General Butler was about to evacuate Baton Rouge, which I regret very much, as I think it will weaken our cause both with friend and foe. Commodore Morris informs me in the same letter that the gunboat *Sumter*, belonging to the upper fleet, ran on shore and was abandoned by her commander and burned by the rebels. If such are the facts, the commander, I hope, will be brought before a court. As he belongs to Flag-Officer Davis's command I do not consider it my province to arraign him, but his conduct on a

* Not found.

former occasion did not please me, and I am therefore rather pre-disposed to judge him harshly, but I can not conceive a case where that vessel could not have been held, anywhere in the Mississippi, except under the guns of a battery, until assistance could have been sent to him. Depend upon it, sir, that this feeling of timidity or prudence, as they are pleased to term it, must be suppressed. I try my best to do it, and had I the power would punish it by court-martial or court of enquiry, as the case might require.

All of which is respectfully referred to the Department by
Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

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

Report of Lieutenant Roe, U. S. Navy, commanding U. S. S. Katahdin, regarding the withdrawal of United States forces from Baton Rouge.

U. S. GUNBOAT KATAHDIN,
Off New Orleans, August 23, 1862.

SIR: It having been decided to evacuate Baton Rouge on the 21st, every preparation was made to embark our troops on that day, when the enemy made a reconnoissance and drove in our pickets.

The signal was given by Colonel [H. E.] Paine that he was attacked; and the *Katahdin*, in conjunction with the *Kineo* and *Itasca*, on the right flank, opened fire and drove back the enemy. This enabled our troops to embark without molestation, and the *Katahdin* took the position assigned her in the convoy of the troops. We left Baton Rouge at 2 p. m. on the 21st instant, and arrived safely at this place at 8 a. m. on the 22d.

I have the honor to be, sir, very respectfully, your obedient servant,
F. A. ROE,
Lieutenant Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Pensacola, Fla.

Order of Flag-Officer Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, expressing regret at the abandonment of Baton Rouge.

FLAGSHIP HARTFORD,
Pensacola Navy Yard, August 23, 1862.

DEAR COMMODORE: I send the *Tennessee* around with the mails. On her way back let her break up the establishment at Pilot Town, leaving the articles belonging to the squadron in charge of Mr. Jones, the Government pilot and superintendent of the light-house, but under the supervision of Captain Huggins. Let her bring Dr. Burbank, Lieutenant Tilton, and the marines to this place.

The air here is delightful, and our men are mending rapidly. There are no conveniences at the yard for them yet, but I am trying to make them. Take out of the *Tennessee* all that you want, as I have everything at Ship Island.

I sincerely regret the abandonment of Baton Rouge by the general, but you must keep the gunboats up there, and one or more of them

must accompany the *Essex*, or the next thing we hear of will be that she is on shore and can not be gotten off, etc., although I do [not] believe Porter would abandon her, as was done in the case of the *Sumter*, but I hope I do not fully understand the case yet.

The Navy can hold Baton Rouge and keep them from erecting batteries, etc. I think I will send you the *Albatross*, as she is not fit for outside work.

Query first. Is the *Miami* off?

Query second. When will the *Clifton* be off?

Query third. When will the *Sciota* be off?

Very respectfully and truly, yours,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Commodore HENRY W. MORRIS,

Commanding U. S. Naval Forces, Mississippi River.

[Telegram.]

BALTIMORE, August 24, 1862.

(Received 3:40 p. m.)

A letter from my son, dated steamer *Hartford*, [New] Orleans, 14th, says we sail in few moments for Pensacola.

Remains Wainwright sent on home on *Miami*. Rumor this morning rebels again appeared before Baton Rouge. If defeated, town will be destroyed

C. C. FULTON.

Captain Fox.

Position of vessels off Mobile, Ala.

U. S. S. SUSQUEHANNA;

Off Mobile, August 25, 1862.

The following is substituted for the arrangement of the 20th in relation to the position of vessels:

No. 1, on a N. E. or N. E. $\frac{1}{2}$ E. line of bearing from the present anchorage of the *Susquehanna*; well in with the shore.

No. 2, on the same line of bearing one-third from No. 1, to the *Susquehanna*.

No. 3, on the same line of bearing midway between No. 2 and *Susquehanna*.

No. 4, on a W. N. W. line of bearing from the present anchorage; Fort Morgan bearing N. E. $\frac{1}{2}$ N.

No. 5, off Petit Bois Island.

No. 1 will be underway at 4 o'clock a. m. and remain near her station until broad daylight, and then run to the southward and eastward some 20 or 25 miles, and return to the anchorage off Mobile Bar.

No. 2 will remain at anchor.

No. 3 will remain at anchor, hoist the guard flag, and act as guardship for the day.

No. 4 remains at her anchorage.

No. 5 remains off Petit Bois, and will take charge of Horn Island Pass and Petit Bois [Island] Pass.

R. B. HITCHCOCK,

Senior Officer Present.

Order of Flag-Officer Farragut, U. S. Navy, to Commander French, U. S. Navy, commanding U. S. S. Albatross, to proceed to blockade Rio Grande and port of Brazos Santiago.

FLAGSHIP HARTFORD,
Pensacola Bay, August 25, 1862.

SIR: You will land your VIII-inch gun at the navy yard, fill up your coal, water, and provisions, and proceed to the coast of Texas in order to blockade the river Rio Grande and port of Brazos Santiago.

Your duty will be of a most delicate character. You will be expected to prevent the introduction of munitions of war into our country through that river and the exit of cotton from Texas, and yet you will have to execute that duty with great delicacy toward neutrals, who claim the right to trade with Matamoras, which we do not wish to interfere with when it is legitimately carried on; but they have so frequently used the neutral flag to violate the blockade by introducing munitions of war that we are fairly at liberty to suspect them whenever found under circumstances of the slightest suspicion.

Recently a vessel was found with a cargo of fish from St. John, New Brunswick, or one of the British provinces. While landing her cargo it was discovered the supposed fish barrels contained munitions of war. The vessel was at the time lying on the Texas side of river's mouth, unloading her cargo, and was seized and sent in for adjudication.

I herewith enclose you copies of the orders sent Captain Hunter, who, like his predecessor, Captain Swartwout, performed his duties at that place (Rio Grande) with great judgment, avoiding as much as possible the difficulties with foreign officers and yet carrying out their instructions and preventing the introduction, to a great extent, of contraband articles. Should you find Captain Walker in the *De Soto* at the Rio Grande you will relieve him, that he may return to his station.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Commander HENRY FRENCH,

Commanding U. S. S. Albatross.

Report of Flag-Officer Farragut, U. S. Navy, regarding the assignment of the Albatross to blockade duty off the mouth of the Rio Grande.

FLAGSHIP HARTFORD,
Pensacola Bay, August 26, 1862.

SIR: The *Albatross* reported for duty on the 23d instant. She arrived at a time when a vessel was very much wanted down the coast, at the mouth of the Rio Grande, where I am about to send her for the purpose of blockading that river and the port of Brazos Santiago. Commander French was the first suitable officer I have had to send whose vessel could be spared.

The *Albatross* having no condenser will compel me to relieve her as soon as possible, as it would take half her time to fill up her water.

As water condensers can be furnished at small expense, I beg of the Department to put them in all vessels intended for this squadron.

We have many ports on the coast still unblockaded, and I have no vessels to send to them.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Kittredge, U. S. Navy, commanding U. S. bark Arthur, regarding the capture of schooner Water Witch, of Kingston, Jamaica, August 23, 1862.

U. S. YACHT CORYPHEUS,
TENDER TO U. S. BARK ARTHUR,
Aransas Bay, Tex., August 26, 1862.

SIR: I have the honor to report that at dusk Saturday, August 23, a sail was reported outside the bar, standing in toward land and showing signal for a pilot. As it was blowing fresh at the time, and having no vessel fit to go outside but the yacht, I deemed it too hazardous to run her out over the bar in the night. I sent two men ashore on St. Joseph Island with two lamps, to be waved on the beach (this being the signal on this coast among the rebels that there is no blockade on). At early dawn, August 24, the schooner was again reported standing in; got the yacht underway and ran out to her. She immediately squared away and made additional sail, evidently with the intention of getting away. Fired a shot across her bow, when she hoisted the English ensign and hove to. Boarded her and examined her papers. She proved to be the schooner *Water Witch*, of Kingston, Jamaica (formerly the schooner *Io Sierra*, that ran the blockade at Galveston in February last with 300 bales of cotton), from Havana and Jamaica, bound for Matamoras, laden with general cargo, salt, shoes, drugs, rope, etc. As she had shown a signal for a pilot (a large black ball at the fore), and had stayed off this point all night with a favorable wind for her destination, I determined to seize her. Her captain, Thomas B. King, of Galveston, professed to have made a mistake, supposing this to be the Rio Grande. I found afterwards he had been a pilot on this coast or at Brazos Santiago. Took the schooner inside, and on taking off one tier of salt discovered 150 25-pound kegs of English rifle powder. The vessel and cargo are worth about \$10,000. Among the papers I found evidence to show that her original intention was to run the blockade on this coast. I shall forward the vessel and cargo in charge of prize master and crew to New York.

Trusting the above may meet your approval,

I am, very respectfully, your obedient servant,

J. W. KITTREDGE,

Lieut., Comdg. U. S. Bark Arthur and Naval Forces at Aransas.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, confirming him in supreme command of the West Gulf Squadron.

NAVY DEPARTMENT, August 26, 1862.

SIR: Your No. 175, wishing to know the views of the Department as to the gunboats which were sent out as part of Commander D. D. Porter's command has been received, and you are informed that all the vessels connected with the Mortar Flotilla, and of the whole Western Gulf Squadron, are under your unqualified control and subject to your orders.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Ship Island, Miss.

Report of Commodore Morris, U. S. Navy, announcing the return to naval control of the U. S. S. Calhoun.

U. S. SLOOP PENSACOLA,
New Orleans, August 27, 1862.

SIR: I have the honor to acknowledge the receipt of your letter to me of the 30th of July, disapproving of the turning over of the steamer *Calhoun* to the Army and of my sending her commander, Lieutenant Joseph E. De Haven, home.

In accordance with your instructions to me in that letter, to make a request for the immediate restoration of the *Calhoun* to the Navy, I have to report that I called upon General Butler yesterday and showed him your letter. He immediately issued the necessary order for her restoration to the Navy.

I shall report the circumstances to Rear-Admiral Farragut, [who] is now at Pensacola, and ask for instructions in relation to her.

I am, very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

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

Report of Flag-Officer Farragut, U. S. Navy, recommending measures for the protection of machinery in steam vessels.

No. 186.]

FLAGSHIP HARTFORD,
Pensacola Bay, August 28, 1862.

SIR: I have completed the repairs absolutely necessary to this ship and beg to bring a fact, which the master carpenter brought to my notice, to that of the Department, viz, in every instance where the shot struck the ship on a timber below the spar deck, it did not penetrate. The only shot or shells that came through (between) the timbers, and passed into the berth deck, brought up against the first heavy piece of oak it came in contact with. I therefore most respectfully recommend that all steam vessels should be built with the timbers solid abreast of the machinery, and 30 or 40 feet forward and abaft the center, as additional protection to it. The shot which have been found in our ship are 50-pound to 80-pound rifles and VIII and

IX inch solid shot and shells, fired at us from a distance of not over a mile in any instance, and generally at less than half a mile.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Walker, U. S. Navy, commanding U. S. S. De Soto, to proceed to New Orleans for repairs to that vessel.

FLAGSHIP HARTFORD,
Pensacola Bay, August 28, 1862.

SIR: Upon the reporting of the U. S. S. *Albatross*, you will proceed to New Orleans and report yourself to Commodore H. W. Morris for such repairs to your vessel as may be absolutely necessary; the nature and extent of the repairs to be determined upon by a board of naval engineers, to be ordered by Commodore Morris.

Immediately upon the completion of your repairs, you will return to your station off Galveston.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Captain W. M. WALKER,

Commanding U. S. S. De Soto, Galveston or Point Isabel.

Order of the Secretary of the Navy, to Captain Pickering, U. S. Navy, commanding U. S. S. Kearsarge, to proceed to duty in the West Gulf Squadron.

NAVY DEPARTMENT, *August 29, 1862.*

SIR: The Department proposes to send out a relief at an early day, and upon her arrival you will proceed to Ship Island, Mississippi, with the *Kearsarge* under your command, and on your arrival report to Rear-Admiral Farragut, as directed in a previous order dated May 21, 1862.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain CHAS. W. PICKERING,

Comdg. U. S. Steam Sloop Kearsarge, Gibraltar.

Report of Lieutenant Thornton, U. S. Navy, giving the result of soundings taken in Mobile Bay.

U. S. GUNBOAT WINONA,
Off Mobile Bay, August 29, 1862.

SIR: I anchored off Fort Gaines, distant about 2½ miles.

I sounded from Great Pelican Island to Little Pelican Island, and found a bar extending clear across with from 5 to 7 feet.

There is no available channel between these two islands. I found 11 feet and 14 feet on either side of the bar.

While inside of the bar Fort Gaines opened fire upon us with solid shot and shell. As soon as I had accomplished my purpose I returned to the ship. The rebels threw solid shot over the vessel, but their shell fell short about 20 yards.

I then went to the westward and found the channel (marked on the chart) between Pelican Island and Dauphin completely filled up.

There is positively no passage for your fleet, except through the main channel.

I sounded carefully and thoroughly. Fort Gaines is armed, manned, and in good condition. They fired beautifully, their first shot passing about 3 feet above the boat. I did not return their fire, preferring a "dignified silence."

Very respectfully, your obedient servant,

JAMES S. THORNTON,
Lieutenant, Commanding.

Rear-Admiral D. G. FARRAGUT,
Western Blockading Squadron.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, U. S. Army, regarding general affairs.

FLAGSHIP HARTFORD,
Pensacola, August 31, 1862.

DEAR GENERAL: So you have evacuated Baton Rouge and have sent here for more troops for New Orleans. You must be expecting an attack, but I can not think it possible that it will be made upon you. What will we do for troops when the attack comes off on Mobile? I am going on well with the repairs of my vessels and hope to be ready in less than a fortnight. The moment I am ready I will send you word and you can then decide as to the assistance you can give. I am making my reconnoissances daily. I find Fort Gaines is in full fighting order. We drew the fire day before yesterday, and our fleet will have to pass in through the main channel. I find by sounding that the swash canals have filled up, so that neither the gunboats nor the mortar boats can get in through them.

Has anything been heard from the upper fleet of the Mississippi? Are they doing anything up there, or is the whole country panic-stricken about Richmond and the rams? The newspapers, it seems to me, are demoralizing the country by painting the horrors of the contact with the enemy. I have visited the forts here and they are in fine order and all ready for action. I see you have sent some of your State prisoners here. I hope you consider that there are sufficient vessels of war in and about New Orleans to render anything safe in their line. I did want the *New London* in the sound, but so long as you deem her necessary in the lake she shall stay there. I hope you will not think it necessary to evacuate Pensacola town.

I will be glad to hear from you when vessels are coming this way. I did not allow the *Rhode Island* to communicate except through the health officers, and sent her off in two hours to the North. She had three cases of fever and two died, but as yet there has been none but the three cases of that ship. We are doing everything in our power

to keep it out of the squadron. An assistant engineer, master, and sutler died from her. The engineer was taken in this ship and sent on shore immediately. There has been no other case, and our crew is very much improved since our arrival.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral, etc.

Major-General BENJAMIN F. BUTLER,
Commanding Department of the Gulf.

Report of Acting Master D'Oyley, U. S. Navy, commanding U. S. bark William G. Anderson, regarding the capture by that vessel of the schooner Lilly.

U. S. BARK WILLIAM G. ANDERSON,
At Sea, Lat. 19° N., Long. 93° W., August 31, 1862.

SIR: I beg to transmit to you the following account of the seizure of the schooner *Lilly* by this vessel, under my command.

In obedience to an order addressed to me by Commander Walker, of the U. S. S. *De Soto*, I was cruising between the parallels of 27° and 29° N. and the meridians of 93° and 94° W. At daybreak on the morning of August 31, this ship's position being 28° 55' N., longitude 93° 20' W., a schooner was discovered steering about N. N. W., distant about 2½ miles, the wind being south. I immediately made sail and neared the chase about one-half a mile before she altered her course. When a short 2 miles distant, day having fully broke, she appeared to discover the bark, and immediately setting her flying jib, kept off N. by E. I then fired a blank cartridge, of which no notice was taken, the chase making for the nearest land, winged out.

The wind was light and I appeared to gain very little, if any, for some time, but in a light squall I closed with the stranger about one-half a mile; the wind again dying away, and it appearing doubtful whether I should be able to overhaul him, I fired a shotted gun in a line to cross his bow, which fell short and did not induce him to alter his course.

The chase, however, set the English colors in his main rigging. Shortly afterwards I fired another shot across his wake, to which no attention was paid. The wind becoming still lighter, and the schooner rather increasing her distance, I ordered an unloaded shell to be directed at her from the 5-inch rifled gun on the forecastle. This was a good line shot and appeared to fall short only a few yards, dropping close under his taffrail. The chase then rounded to. My boarding officer ordered the captain with his papers and the mate on board this vessel, and from them I learned that the schooner was built in Madisonville, La. She had on board a provisional register, granted by her British Majesty's acting consul-general at Havana, and a declaration of ownership, which sets forth that one Antonio Hurat, a British subject, is the sole owner.

According to her manifest, her cargo consists of 100 bags of salt and 150 packages of drugs, etc., including one case of quinine. The vessel's papers from the Spanish authorities set forth that she was bound to Matamoras, and such is the captain's story. He, however, professed entire ignorance as to the nature of her cargo, and in answer to my questions contradicted himself several times.

Under the circumstances I considered myself justified in having the nature of the vessel's cargo more particularly enquired into, and therefore sent my executive officer on board with orders to take off the hatches. The result of a very cursory examination revealed that she had on board, besides many other packages which were not overhauled, about 350 kegs of powder, several packages of saltpeter, etc.

A document addressed "To the Commanding Officer at _____, C. S. A." was also found, a copy of which you will find enclosed, marked "A."

I have ordered the prize to Key West, in charge of Acting Master C. W. Harriman, with a prize crew of six men.

I am, sir, very respectfully, your obedient servant,
N. D'OYLEY,
Acting Master, Commanding.

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

[Enclosure.]

HAVANA, August 16, 1862.

To the commanding officer at the Confederate port at which the schooner (English) Lilly may arrive:

SIR: The schooner *Lilly* belongs to Mr. Charles Pinot, late of New Orleans, who is a Southerner in feeling, and sends a cargo which he thinks will be useful to our people.

Captain Briggs, who will command the schooner, has been recommended to me by Southerners in whom I have felt confidence. I therefore hope you will give the captain such facility in the sale of his cargo and in the purchase of a return cargo of cotton as you conveniently can.

I am, sir, very respectfully, your obedient servant,
CHARLES J. HELM.

Address on back of letter: "To the Commanding Officer at _____, Confederate States of America."

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Potomska.

NAVY DEPARTMENT, September 1, 1862.

SIR: You will proceed with the *Potomska* to Ship Island, Miss., and report to Rear-Admiral Farragut for duty in the Western Gulf Blockading Squadron.

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

Acting Volunteer Lieutenant WILLIAM BUDD,
Commanding U. S. S. Potomska, Philadelphia, Pa.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Nichols, U. S. Navy, commanding U. S. S. Iroquois, to cruise for the interception of steamers to the Southern coast.

FLAGSHIP HARTFORD,
Pensacola Bay, September 1, 1862.

SIR: You will proceed down the coast as low as Brazos St. Iago [Santiago], looking in and delivering the mails to the Mobile squadron

and at Ship Island. Look in also at Aransas Bay, as your presence may be of some importance there. The principal object of your run down the coast is that you may intercept some of the steamers to the Southern coast.

You will return and report to me at this place about the 10th instant.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]

Rear-Admiral, Commanding Western Blockading Squadron.

Commander ED. T. NICHOLS,

Commanding U. S. S. Iroquois.

Letter from the chief clerk of steamer Iberville to Major-General Butler, U. S. Army, regarding proposed seizure of river steamers by Confederate guerrillas.

NEW ORLEANS, September 1, 1862.

SIR: Having been informed by reliable parties, to the best of my opinion there now exists at Bonnet Carré Point and village from 800 to 1,000 guerrillas and from four to eight pieces of light artillery.

Also have been informed that it is the intention of said parties to seize this or any other steamboat now running on the river. Also that General Richard Taylor is supposed or said to be marching on to Donaldsonville, and is making a military road from Napoleonville to Mr. Winchester's (Buena Vista plantation), on the Mississippi River, and, having about 500 negroes at work, expects to be out about Friday. On seizing this or any other boat it is their intention to go up or down the river with her, sending couriers on either side of the river so that they may be informed of the presence of the United States gunboats. They intend to fill her with troops (the steamer captured), and as soon as they receive information of the position of the gunboats running in either direction, up or down stream, they will fire on each side of the river so as to deceive the gunboats, and then run alongside of them to board and try to capture them.

To the best of my opinion this information is correct.

If this boat is allowed to go up the river hereafter, you may judge from my statement above what guard and protection will be required for her safety.

Your most obedient servant,

FRANK ANDREW THOMPSON,

Chief Clerk Steamer Iberville.

Major-General BUTLER.

P. S.—Also information of a battery being contemplated in the neighborhood of Plaquemine of about six or eight guns.

[Endorsement.]

SEPTEMBER 1.

COMMODORE MORRIS: The party giving this information is very reliable and I send this for your information.

Would it not be well to caution your boats against the probability of such a surprise?

Respectfully,

BENJ. F. BUTLER,

Major-General, Commanding.

Letter from Lieutenant Roe, U. S. Navy, to the acting quartermaster at New Orleans, in view of proposed seizure of coasting steamers by the enemy.

U. S. S. KATAHDIN,
New Orleans, September 1, 1862.

SIR: Information having been given to me by Major-General Butler that the enemy had planned to seize one of the coasting steamers for the purpose of filling her with troops to run down and board one of the gunboats, I shall hereafter, upon meeting with any of these steamers, heave a rifle shot over him. I respectfully request that you will be pleased to instruct the captains of all such boats that this will be a signal for them to round to immediately, head upstream if the gunboat is below, but head downstream if the gunboat be above them. Should this signal not be immediately obeyed, the gunboat will open fire upon the steamer with the intention of sinking her on the spot.

I am, sir, very respectfully, your obedient servant,
F. A. ROE,
Lieutenant, Commanding.

Colonel [JOHN W.] TURNER, U. S. Army,
Acting Quartermaster of Department, N[ew] O[rleans].

Report of Acting Master D'Oyley, U. S. Navy, commanding U. S. bark William G. Anderson, regarding the seizure of schooner Theresa.

U. S. BARK WILLIAM G. ANDERSON,
At sea, Lat. 28° 15' N., Long. 93° 12' [W.], September 4, 1862.

SIR: I beg to transmit to you the following account of the seizure of the schooner *Theresa* by this vessel under my command:

At 4 o'clock this afternoon, the bark's position being latitude 28° 14' N., longitude 93° 24' W., and the wind S. E., a schooner was discovered to the eastward, running, as nearly as I could judge, N. W. by W., with all sail set. This vessel being under short canvas was not discovered by the stranger until he had approached within about 5 miles, when he took in his square sail and hauled sharp on the wind to the southward. I immediately made all sail, and having reduced the intervening distance to little over a mile, fired a blank cartridge, to which no attention was paid. It being then half an hour after sunset there was no time to waste, and I therefore threw a Schenkle shell over his mastheads. The chase immediately luffed to. My boarding officer ordered the captain on board with his papers, and from them I learned that the schooner is called the *Theresa* (formerly the *Cora*, of Black Bay, Alabama), but she is the property of G. Wigg, of Liverpool, sailing under a provisional register granted by her Britannic Majesty's acting consul-general at Havana, from which port she cleared for Matamoras on the 22d of August.

According to her Spanish manifest, she has on board 150 bags salt and 14 packages of merchandise, consisting of clothing, shoes, thread, gunny cloth, etc.

As her position, and also the course she was steering when first discovered, made it apparent that the vessel was not bound to the port for which she cleared, I directed my executive officer to examine her cargo. The examination was of necessity very cursory, but sufficient

to disclose the presence of 2 cases of cavalry carbines in addition to the articles manifested.

Both the captain and mate admitted that their latitude by this day's meridian altitude was $27^{\circ} 40'$. Matamoras lays more than 100 miles to the southward of that parallel, and yet, with a fair wind, the schooner between noon and 4 p. m. made over 20 miles of northing. Of course this fact alone would be sufficient to prove that she was not bound to any Mexican port. After I had put a prize crew on board, when the captain saw that further falsehood was useless, he admitted that he intended to enter one of the small passes between Galveston and Pass Cabello [Cavallo], either Pass San Luis, Velasco, or the [San] Bernard River.

I have placed Master's Mate W. Hallet in charge of the prize, with a crew of 6 men, and ordered him to proceed direct to Key West.

I am, sir, very respectfully, your obedient servant,
N. D'OYLEY,
Acting Master, Commanding.

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

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, regarding measures for the interception of blockade runners in East Pass, Santa Rosa Sound.

FLAGSHIP HARTFORD,
Pensacola Bay, September 5, 1862.

SIR: You will send your tender in charge of a proper officer, and with a sufficient number of officers and men to fight her, well armed, up Santa Rosa Sound as high as the East Pass. Let her be provisioned for two weeks at least.

I have reason to believe that they are preparing two schooners to run the blockade with 800 bales of cotton. If the schooner is well managed she may capture the whole. She will have the schooner *Maria Wood* to cooperate with her and to fall back on, if they should be too strong for her, but my informant says they have nothing but small arms on the bay.

Get the tender off as soon as possible.

Very respectfully, your obedient servant,
[D. G. FARRAGUT,]
Rear-Admiral, Commanding Western Gulf Squadron.

Commander ALEX. GIBSON,
Commanding U. S. Receiving Ship Potomac.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Anthony Chase, commanding U. S. schooner Maria A. Wood, to proceed to the blockade of East Pass, Santa Rosa Sound.

FLAGSHIP HARTFORD,
Pensacola Bay, September 5, 1862.

SIR: Proceed to sea with the vessel under your command and run up to the east end of Santa Rosa Island and blockade the East Pass.

I have reason to believe that an attempt will be made to run out of that pass 800 bales of cotton during this and the next week. I will send up on the inside the tender of the *Potomac* to cooperate with you. When you are in want of anything you can return to this port for supplies, or send me word by the schooner on the inside.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Acting Master ANTHONY CHASE,

Commanding U. S. Schooner Maria Wood.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the crews of prizes.

No. 189.]

FLAGSHIP HARTFORD,

Pensacola Bay, September 5, 1862.

SIR: In reply to your communication of the 19th ultimo, I would respectfully inform the Department that many of our prizes are captured after long chases, in which the vessels are run on shore and deserted by the crews, rendering the detention of the master, mate, or supercargo impossible.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Alden, U. S. Navy, commanding U. S. S. Richmond, to proceed to blockade duty off Mobile.

FLAGSHIP HARTFORD,

Pensacola Bay, September 6, 1862.

SIR: Proceed with all practicable dispatch to Mobile and assume the command of the blockading forces. Commander Preble has permitted a gunboat to run in. She is presumed to be the "Lairds' Gunboat," built at London and commanded by Bulloch; she mounts ten heavy guns. Our force at Mobile is not sufficient to cope with the gunboats inside, there being but three of ours there at present.

Order the schooner *W. L. Spriggs* to come around here as soon as possible. She contains articles much needed by the squadron.

Is there a communication open with New Orleans via the lakes, and how often do you hear from there per week or per month?

I sent you \$2,000 to pay the mechanics.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commander J. ALDEN,

Commanding U. S. S. Richmond, Ship Island.

Commendatory letter from Flag-Officer Farragut, U. S. Navy, to Acting Volunteer Lieutenant Kittredge, U. S. Navy, regarding operations in Corpus Christi Bay.

FLAGSHIP HARTFORD,
Pensacola, Fla., September 6, 1862.

SIR: It is with much pleasure that I acknowledge the receipt of your communications referring to your operations in Corpus Christi Bay. I hope that you and your command will continue to evince the energetic spirit and zeal with which your operations thus far have been conducted. I have forwarded your reports to the honorable Secretary of the Navy.

I shall be obliged to take the *Sachem* from you, in order to carry out more important operations on this part of the coast.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Lieutenant Commanding J. W. KITTREDGE,
Commanding U. S. Naval Forces, Corpus Christi, Tex.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Renshaw, U. S. Navy, to send the U. S. S. Clifton to communicate with commanding officer at Ship Island.

FLAGSHIP HARTFORD,
Pensacola Bay, September 6, 1862.

SIR: You will direct the *Clifton* to proceed and deliver the letters to Captain Alden or the commanding officer at Ship Island. Obtain all the latest news from New Orleans, ask Captain Alden for his answer to my letter, and return to this port, touching off Mobile and communicating with the commanding officer of the blockade, asking for information in relation to the gunboats, etc., in the bay.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Commander W. B. RENSHAW,
Commanding Mortar Flotilla, Pensacola Bay.

Report of Lieutenant-Commander Madigan, U. S. Navy, commanding U. S. Ship Vincennes, requesting instructions.

U. S. SHIP VINCENNES,
Off Mobile Bar, September 8, 1862.

DEAR SIR: By my written orders, as you have seen, I am ordered to go as far as the Rio Grande and then return to Pensacola, keeping a lookout for vessels, etc. When I left Pensacola on Saturday last, Admiral Farragut directed me to come here and remain a day or two, and upon asking a second time, he said, "A day or two, or until I or Captain Alden arrive there." The *H. Lane* has since arrived here, and you perhaps know if the *Richmond* is to come. Please direct me as to what I had better do. My time, as specified by the admiral, is

up. Will the arrival of the *H. Lane* warrant my proceeding on my cruise?

I am, respectfully, your obedient servant,

JOHN MADIGAN,

Lieutenant-Commander, Commanding U. S. Ship Vincennes.

Commander G. H. PREBLE,

Senior Officer, Commanding off Mobile.

Report of Commander French, U. S. Navy, commanding U. S. S. Albatross, regarding the examination of suspicious vessels off the Rio Grande.

U. S. S. ALBATROSS,

Off Rio Grande, September 8, 1862.

SIR: I have to report my arrival at this place, having on my way here overhauled and examined several vessels, all of which were found pursuing their lawful voyages, with correct papers, and free from suspicion.

I find here 20 vessels, 6 Spanish, 8 English, two of which are steamers (the *Labuan* being one), 1 Bremen, 2 Danish, 1 American, 1 Prussian.

I have been busy boarding and examining them as rapidly as possible. I find among them 13 barks and brigs loaded, or nearly so, with cotton, and all of them are waiting for cotton, which is being brought to them daily by a small Mexican steamer coming out of the river. I have examined carefully the papers of a Prussian bark quite ready for sea, with a full cargo of cotton for Liverpool; her papers are strictly correct, and on each of her bills of lading a certificate of the American consul at Matamoras that the property is Mexican property, and such is the case, I am told by the master of the bark, with all bills of lading. This may all be honest, but I do not believe it, and I have been searching in vain through the only two law books I have (Vattel and Upton) to try if I could not find just cause for seizing them. It is not by any means a pleasant prospect seeing every hour vessels receiving cargo which undoubtedly is rebel property, and yet can not be seized. My belief is that every ounce of this cotton comes from Brownsville, and merely goes through the form of transfer to Mexican merchants without any bona fide transfer. This has been the condition of affairs here for some time, no vessel of war (American) having been here for upward of four weeks, and I can not learn when the last one was here. One of the English steamers is in ballast, from Liverpool, with £60,000 in specie for purchasing a cargo.

I regret my law library is so limited, for independent of the little pin money it might put into the pockets of all hands, I should enjoy real gratification in being able to find authority for seizing all of their "king cotton," which I believe the rebels are thus illegally shipping.

One circumstance strikes me as exceedingly strange. The masters of vessels, immediately on their arrival here, go on shore, taking all their papers with them, and with the exception of the Prussian captain not one has been found on board his vessel.

I shall not, however, permit a single vessel to leave without a very thorough examination of her papers.

My anchorage is with the bar bearing W. by S. $\frac{1}{2}$ S. (true), distant 3 miles, of course in the waters of the United States, and all the vessels here, except the *Labuan*, are in our waters. There are only 4 feet of water on the bar. There are no foreign vessels of war here, the last one (an English steam sloop) having sailed from here on Tuesday.

Very respectfully, your obedient servant,

H. FRENCH,
Commander.

Rear-Admiral D. G. FARRAGUT, *Commanding, etc.*

Report of Commodore Porter, U. S. Navy, commanding U. S. S. Essex, regarding operations of that vessel.

U. S. GUNBOAT ESSEX,
Off New Orleans, September 9, 1862.

SIR: I have the honor to report that on the 23d ultimo, having remained off the city of Baton Rouge two days after its evacuation by our troops, I proceeded up the river to reconnoiter reported batteries in progress at Port Hudson, La., and also coal my vessel at Bayou Sara, the only place I could obtain any, save at New Orleans. Arriving there I found the town apparently deserted and the coal burning. Sending a boat's crew on shore, they were fired at by guerrillas from the houses in heavy force. My men drove them out and burned the buildings in the lower part of the town, to prevent such being used to protect the enemy. These guerrillas had a few days previously fired at and wounded several of the crew of the U. S. gunboat *Sumter*. On the 24th I was necessitated to send the wooden gunboat *Anglo-American*, which I had fitted out and armed, to New Orleans for coal, and I again dropped down the river and awaited her return off Port Hudson. I could discover no guns at this place, but earthworks were in progress, and whilst destroying these I had the misfortune to burst my heavy X-inch gun. The *Anglo-American* not arriving, I returned to Bayou Sara, where we were again fired at from buildings left, on which I ordered those remaining to be destroyed.

The *Anglo-American* joined me on the 29th and reported three batteries as having opened on her whilst passing Port Hudson. She received 73 shot in her *en passant*. I had received intimation that the rebel gunboat *Webb* was at Natchez, to which city she had convoyed transports with supplies from Red River. I followed to that city, but found they had sought the protection of the Vicksburg guns. At Natchez a boat's crew from the *Essex* were sent ashore to procure some ice for my sick, when they were wantonly attacked by over 200 armed citizens, wounding the officer in command and killing 1 and wounding 5 seamen. I immediately opened fire on the lower town and set a considerable number of the houses (from whence they were firing on us) on fire. After bombarding the place for an hour the mayor unconditionally surrendered the city.

I followed the rebel gunboat *Webb* to the batteries at Vicksburg, under the guns of which she, with two transports, lay. Heavy ordnance batteries extending 3 miles farther down the river than during the siege in July, prevented my nearer approach to these boats. Having exchanged some shots, and ascertained that the upper fleet

was not in the vicinity of the town, being short of provisions, my battery weakened by the loss of two guns burst and also short of ammunition, I determined to steam down the river to New Orleans for supplies and, if possible, ascertain the strength of Port Hudson batteries. On the 7th instant, at 4:15 a. m., we were off that place, and on coming within range, the enemy opened on us a vigorous fire with heavy siege guns. The *Essex* was struck with heavy shot 14 times. As nearly as I could judge the enemy had in position from 35 to 40 guns of X-inch, IX-inch, and VIII-inch caliber in three batteries, commanding the river to the extent of 5 miles. A 68-pounder, 32-pounder, and also a X-inch shot lodged in the *Essex*, but without material damage. We were under fire an hour and three-quarters, during which time the guns were worked well and incessantly, and I have reason to believe the enemy was considerably damaged. Mr. J. Harry Wyatt, acting fourth master, and my secretary, had command of the forward battery, and his conduct met my entire approbation. A land force will be necessary to complete the destruction of this fort, which, if allowed to again be restored, would seriously interrupt the free navigation of the Lower Mississippi.

Very respectfully, your obedient servant,

W. D. PORTER,
Commodore, U. S. Navy.

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

P. S.—In the various encounters I have had since leaving St. Louis on the last cruise (6th July), the *Essex* has been struck by heavy shot perceptibly 128 times; glancing shot have left no record; three have broken the iron, and but one through, and that at a distance of a few feet from the battery delivering it.

W. D. P.

[Enclosure.]

U. S. GUNBOAT ANGLO-AMERICAN,
Off Bayou Sara, La., August 29, 1862.

SIR: In pursuance of your order I proceeded downstream on the 24th instant for New Orleans, arriving there on the morning of the 25th. We loaded up with coal and left that city at 3:15 p. m. on Thursday, the 28th instant. Nothing of importance occurred until I approached Port Hudson. I noticed earthworks had been thrown up on the bluffs as well as the water line, but no guns being in sight I kept on for about a mile when another line of earthworks was discovered as well as indications of rifle pits. I immediately ordered my rifled 50-pounder to be fired. At this moment the enemy opened on the boat. My rifle gun unfortunately could not be used, as the cartridge has been made wet by a just passed heavy rain, our howitzer was useless, as no ammunition could be obtained for it at New Orleans. We were now just abreast of the last-mentioned earthworks, the enemy's guns playing on us with great rapidity. I could see two 32-pound cannon and eighteen fieldpieces, 6 and 12 pounders. The fire was so heavy on my frail wooden boat that, had it not been a matter of urgent necessity to reach you, I should have dropped back, as I had no protection for the machinery and the fire was so heavy that the firemen were driven from their post. I determined, from the

importance of the case, to push on and rejoin you if possible. I am happy to report we succeeded. The following casualties occurred: Mr. Parker, pilot, severely wounded in the back from a bursting shell, and James Banes, seaman, slightly wounded by splinter over the eye. We received 73 shot in the boat, 15 heavy shot, the balance 12-pounder and grape. One 32-pounder struck the upright brace of the walking beam, breaking it in two.

It is with pleasure I here state the gallant conduct of Mr. H. [A.] Glassford, executive officer, and Mr. B. S. Williams, pilot, who never left their post of danger, and by their energy and coolness contributed to the saving of the boat. Mr. Miller, chief engineer, Mr. Parker, third master, and Mr. Jacobi, of the *Essex*, all did their duty nobly.

Very respectfully, your obedient servant,

R. K. RILEY,

Commanding Gunboat Anglo-American.

Commander W. D. PORTER,

Commanding Naval Forces below Vicksburg.

General order of Commodore Morris, U. S. Navy.

U. S. SLOOP PENSACOLA,
New Orleans, La., September 9, 1862.

The *Empire Parish*, owned by General De Goicouria & Co., is bound up the river for a cargo. She will require protection, particularly whilst loading, and perhaps some convoy.

You will please to afford it to her when asked for, provided it does not interfere with your affording protection to the army and your other duties.

Very respectfully,

HENRY W. MORRIS,
Commodore and Senior Officer.

To Commanding Officers Gunboats *Itasca, Kineo, Katahdin, and Sciota*, Mississippi River.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the distribution of the Mortar Flotilla.

NAVY DEPARTMENT, *September 9, 1862.*

SIR: The Mortar Flotilla, as an organization attached to your squadron, may cease if you deem it best, and you can distribute the vessels as your judgment dictates.

Commander Renshaw can be assigned to a vessel appropriate to his rank, or be allowed to return North.

The vessels which belonged to Commodore Davis's flotilla, and which are not able to rejoin his command at present, form in all respects a part of your force.

Commodore William D. Porter sent home the commandant of the *Sumter*, after the loss of that vessel, without authority, and when the circumstances should have been investigated by a court of enquiry.

The *Colorado*, at Portsmouth, N. H., is fitting for sea and will be sent to you in November as your flagship.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Order of the Secretary of the Navy to Acting Lieutenant Budd, U. S. Navy, commanding U. S. S. Potomska, to proceed as bearer of dispatches to Rear-Admiral Farragut, U. S. Navy.

NAVY DEPARTMENT, *September 9, 1862.*

SIR: On the receipt of dispatches for Rear-Admirals Farragut and Lardner, you will proceed with all practicable dispatch off Key West, touching at Port Royal, if necessary, for coal. You will heave to off Key West and make signal for a boat, and you will take care to allow no person from that port on board your vessel, nor will you go any nearer than is necessary to obtain a boat from some ship in that port. You will place your passengers and dispatches into the boat alongside and immediately proceed to Pensacola and report to Rear-Admiral Farragut. If you can not carry coal enough to reach Pensacola, you are at liberty to obtain it at Havana on your way to Key West, and if your passengers and dispatches can quickly reach Key West from Havana, you can land them there, thus avoiding going near Key West. The prevalence of the yellow fever in the West Indies requires great prudence on your part, and you will be careful to allow no officer or man to leave your vessel on liberty on your way to Pensacola.

Very respectfully,

GIDEON WELLES.

Acting Lieutenant WM. BUDD,
Commanding U. S. S. Potomska, Philadelphia.

Letter from the Assistant Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding condition of affairs in the North.

NAVY DEPARTMENT, *September 9, 1862.*

MY DEAR ADMIRAL: We have all your dispatches by the *Rhode Island*, and I thought I would drop you an unofficial note by the *Potomska*, to let you know of the "situation." Our armies have been outgeneraled, and the rebels are in Maryland in force. McClellan has moved up the north bank of the Potomac with 100,000 [men], and before the *Potomska* sails we shall know the result. The position here is about what it was when you left, and the Potomac again full of gunboats. Wilkes is to be sent into the West Indies with a flying squadron, composed of seven steamers, in pursuit of 290 and the *Oreto*, rebel privateers. We have our navy yards filled with broken-down vessels, and we know your wants and will exert ourselves to help you, but the more we send the more they seem to come back. The *Adirondack*, a 14-knot steamer, is a total loss. The *Ironsides* is nearly ready, and is a success. The first new monitor will be ready October 1; others will come out during that month. Their first

strike must be Charleston, where all the munitions go for the use of the rebels. I notice you speak of Mobile. We don't think you have force enough, and we do not expect you to run risks, crippled as you are. It would be a magnificent diversion for the country at this juncture, but act on your own judgment, and do not give way to any unnecessary risks. We only expect a blockade now and the preservation of New Orleans. I hope you will have a fine depot at Pensacola, using the *Potomac*, *Vincennes*, and *Marion* for storeships, guard ships, or hospitals, rather than send them home. One of them will do for Mobile when it is taken, and the others for any other port. We will give you all the mechanics, machinery, or anything else you require. It is a dark time for us just now, and the country asks for another naval victory, but my opinion is that wood has taken risk enough, and that iron will be the next affair. We shall triumph. I am sure of it, thanks to our gallant Navy. Shall we continue sending you more men? We are now shipping faster than usual, though most of them are landsmen, but of a superior class. I think most of the soldiers from the Southern country are in Kentucky and Virginia.

Truly yours, etc.,

G. V. FOX.

[Telegram.]

FORT MONROE, *September 9, 1862.*

SIR: The U. S. S. *Miami* arrived here this morning in eight and three-quarter days from Ship Island. Have forwarded report by mail.

ROBT. TOWNSEND,
Acting Lieutenant, Commanding U. S. S. Miami.

HON. GIDEON WELLES.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Crocker, U. S. Navy, commanding U. S. S. Kensington, to proceed to blockade duty off Sabine Pass, Tex.

FLAGSHIP HARTFORD,
Pensacola Bay, September 9, 1862.

SIR: You will proceed down the coast of Texas to the Sabine Pass and blockade in that quarter. The *Rachel Seaman* will accompany you, and together I hope you will be able to get possession of the pass, in which event you will leave the *Rachel Seaman* inside to hold it, and you will proceed down the coast as far as the Rio Grande and water the *Albatross* and other vessels along the coast, after which you will return to this port, touching at Ship Island and off Mobile, and report to the commanding officer at each place to ascertain if they need water.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Acting Master FRED. CROCKER,
Commanding U. S. S. Kensington.

Letter from Major-General Butler, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, referring to threats of attack upon New Orleans.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, September 9, 1862.

MY DEAR ADMIRAL: A week or two since there were imminent threats of attack upon New Orleans. I believe now that has been put off till about the middle of October, when the ironclad fleet in the Yazoo will be finished. This my information gives me as the settled plan. The Government should give us one of the new ironclads to end these hopes of the rebels.

I have now an expedition up river under convoy of the *Mississippi*. The *Essex* is here, not at the mouth of Red River, where she is needed.

I will be able, I think, to aid you at Mobile. At any rate, I will see you within the next ten days.

It would be impossible to spare the *New London* on the lake. I am causing a crew to be enlisted for the *Calhoun*. We shall need her also to be just as we should be in event of an attack.

My advices are such that I shall quarantine Pensacola no longer, although it was fortunate that I stopped the *Rhode Island*.

The health of the city is improving. You will hear fearful news from Washington, but I hope not so bad as it looks.

You will be pleased to learn of the promotion of Lieutenant Weitzel to brigadier-general.

Truly, your friend,

BENJAMIN F. BUTLER.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Fleet.

Letter from Commodore Porter, U. S. Navy, to Major-General Butler, U. S. Army, requesting retaliation for the hanging of party from the U. S. S. Essex.

ON BOARD UNITED STATES GUNBOAT ESSEX,
Off New Orleans, September —, 1862.

GENERAL: I understand you have this day captured some guerrillas.* On the 15th August my fourth master, Mr. Spencer Kellogg, with four of my seamen from the *Essex*, were made prisoners by some guerrillas at Port Hudson when engaged in cutting adrift some flat-boats used by the rebels for conveyance of supplies from the west bank to the east bank of the Mississippi; the next day they were hanged, so I understand from a citizen of Bayou Sara in whom I have much confidence.

I would ask you, under the circumstances, that retribution be carried out, and would respectfully suggest that for each seaman of mine hanged one guerrilla be shot, and for my officer ten.

Very respectfully, your obedient servant,

W. D. PORTER,
Commodore, United States Navy.

General BENJAMIN F. BUTLER,
Commanding United States Forces at New Orleans, La.

* See Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Volume XV, pp. 505-507.

Report of Captain Smith, U. S. Navy, commanding U. S. S. Mississippi, regarding cooperation extended to military forces in expedition against the enemy in vicinity of Saint Charles Court-House, La.

U. S. S. MISSISSIPPI,
Off New Orleans, September 9, 1862.

SIR: In obedience to your order of the 7th instant, I got the steamer *Mississippi* underway at dark, and proceeded to Carrollton, where I communicated with Colonel Paine and arranged the preliminaries for the convoy of his transports and my cooperation with his forces.

It was decided to leave Carrollton at midnight with four steamboats, so as to reach a point 25 miles above at daylight, where the two regiments under Colonel Paine were to disembark.

The remaining force under Colonel McMillan was to land 3 or 4 miles above, and the *Mississippi* was to occupy an intermediate position, so as to be available for the protection of either. On arriving at my station a large force of rebel cavalry was discovered from the mast-head in a sugar-cane field. I steamed up to give Colonel McMillan the intelligence, and requested him to extend his lines to the woods that skirted on one side of the field and thereby cut off their retreat. I then resumed my station and pointed out to our advancing columns the position of the enemy by throwing a few rifle and X-inch shells, which burst in their midst and scattered them in every direction. Their consternation was so great that a captain of the rebel force made prisoner stated that he was unable to rally his men, as they had never before heard a shell explode nor he either, and he never desired to hear another.

Colonel McMillan soon after got sight of the enemy and opened fire on the right, and the battery attached to Colonel Paine's command came up and shelled them on the left, when a request was sent me to cease firing, as they had the rebels surrounded.

The result of the expedition was 8 killed and several wounded, the capture of 2 officers, 30 men, 250 horses, with a quantity of arms and baggage.

Hearing that there was a regiment of infantry encamped near Bennet Carré, Colonel Paine sent to request that I would convoy his transports to that place, which service I rendered, but without any results, though scouts were out all night reconnoitering in that vicinity.

I rescued from the right bank of the river on my return a lieutenant of the Eighth Vermont Regiment, who was worn out by the fatigue of traveling and nearly famished, and who had escaped capture by the rebel force that captured the Federal pickets stationed at Bayou des Allemands.

I consider it unnecessary to make any report of this service to the admiral, as the navy only flushed the game for the army to bag. There is no evidence that we killed anybody, though the prisoners will do us the justice to say that we tried.

Very respectfully, your obedient servant,

MELANCTON SMITH,
Captain.

Commodore H. W. MORRIS,
Commodore and Senior Officer.

Report of Lieutenant Lowry, U. S. Navy, commanding U. S. S. Sciota, commenting upon the use of the French flag by citizens as a means of protection.

U. S. GUNBOAT SCIOTA,
Mississippi River, La., September 9, 1862.

SIR: I have the honor to report that in obedience to your order I proceeded up the river, on the evening of the 5th instant, for the purpose of affording assistance to Colonel McMillan, of the Indiana troops, then on an expedition up the river for the purpose of cutting off some guerrillas who had been making attack upon our pickets in the vicinity of St. Charles. Passing up the river I met two steam transports with troops descending, viz, the *Laurel Hill* and *Morning Light*. Reaching St. Charles, or the nearest point where the Opelousas Railroad touches the river, I found the gunboats *Itasca*, *Kineo*, and *Katahdin* at anchor.

Having communicated with them, and learned that no hostile demonstration had been made by the enemy and that they had seen but had had no communication with the army steamers, I proceeded as far as the point known as the Red Church, where, on landing, I learned that the United States troops had been there the day before, but had gone down the river. Deeming my duty performed as regarded supporting the army expedition, I joined myself to the division of gunboats, under command of Lieutenant-Commander Ransom, and accompanied them as far as Baton Rouge. There we found all quiet, many of the citizens returning to the city. A number of rebel soldiers, without arms, were observed strolling about the city, and I learned that the Fourth Louisiana Regiment, about 300 strong, held the penitentiary. As it seemed to be a tacit understanding that no firing was to take place between us when off the city, no hostile acts were committed by either side. I have to report that I have observed all along the banks of the river, covering houses and sometimes small vessels, the French flag flying. This flag, in a certain position, resembles the rebel flag so strongly as to have several times actuated me to prepare to fire on it; and was only restrained from doing so by discovering my mistake in time to hold my fire. I am not aware that the French have any commerce on this river, or why they should be permitted to use the flag of France. French descendants or French citizens, it seems to me, can claim the protection of our flag if they have an honest purpose in doing so; otherwise, the hoisting of any foreign flag can only be to cloak some design antagonistic to the honor and interest of the United States Government.

It strikes me that this point is one that may soon assume very delicate relations to those countries whose flag is so used, and that it will be well for us to be well and timely prepared to meet it with right on our side. I must confess that I feel, as an American officer, a certain sense of national outrage to see these foreign flags flaunting in our faces over a soil where they have no right. I know that on none of the territory of France or England is our flag permitted to float, except where the consulate or ambassadorial residences or officers may be.

The *Kineo* and *Katahdin* having coupled together to act in the river, and my consort being the *Itasca*, I have returned to New Orleans to

join her, and await further from you; also to finish the repairs to my spars.

I am, very respectfully, your obedient servant,

R. B. LOWRY,
Lieutenant, Commanding.

Commodore H. W. MORRIS,
Commanding U. S. Naval Forces, Mississippi River, La.

Report of Lieutenant-Commander Ransom, U. S. Navy, commanding U. S. S. Kineo, regarding the operations of that vessel in the Mississippi River.

U. S. GUNBOAT KINEO,
Off New Orleans, La., September 10, 1862.

SIR: Pursuant to your request that I would keep you advised from time to time of the aspect of things at various points along this river, I have the honor to state that in a passage slowly down by day from Baton Rouge, anchoring one night 6 miles below Plaquemine and the next night off Bonnet Carré Church, arriving here last evening, so far as we could observe, all seemed quiet.

Upon the occasion of the evacuation by our army of Baton Rouge (21st ultimo) this vessel accompanied the transports as one of the convoy to this place. The necessity of some repairs to her boilers at that time caused a detention of six days.

On the 28th I started up the river, from which moment, I beg leave to state, sir, the *Kineo* has been active and extremely vigilant. On the passage up, between Bonnet Carré Point (40 miles above New Orleans) and Plaquemine, we destroyed all the ferries at various points, in all 8 flatboats, a number of large skiffs, and 1 sloop of 15 tons. Some we burned and the others were broken to pieces with axes.

There were visible evidences of a crossing for cattle at a place 5 miles below Jefferson College, and another just below Donaldsonville; another, apparently of greater importance, 6 miles below Plaquemine.

We arrived at Baton Rouge on the morning of the 27th, finding there the *Itasca*.

We ascertained by reports from negroes, and by a German deserter from the rebels, that the penitentiary was being occupied by the Fourth Louisiana (rebel) Regiment, amounting to about 400 men—the only troops in this vicinity, and we could see with our glasses, occasionally, what appeared to be an officer wandering about the streets, and sometimes a soldier, lounging here and there. But as all seemed quiet—almost a death-like stillness, indeed, seeming to prevail over the city—and as I had been informed by General Butler of his intention to reoccupy this place in a few weeks, we deemed it advisable to allow this regiment to remain for the present undisturbed.

In the afternoon of the 30th, a few miles above Plaquemine, I seized a flatboat heavily loaded with corn. Taking it in tow, I discovered soon it was in a sinking condition, and I found it difficult to keep it afloat. Fortunately I found the steamboat *Iberville* 6 miles below Plaquemine, to which I delivered the corn, to be delivered to the quartermaster-general at New Orleans for the use of the army. We anchored here opposite the cattle crossing. By some shrewd enquiries

of our pilot, who accompanied an officer on shore, we learned the next morning that at this place, on the west side, resides Mr. Roache, and on the east side Messrs. DuPree and LeBarre, contractors, to supply the Confederate Army with cattle, who, of late have been very successful. We destroyed here a large pen on the west bank, having a lane to the river for the convenience of driving down to the flatboats, and on the opposite side we discovered that the bank had been carefully graded to facilitate the driving up. We found also in this vicinity five flatboats which had escaped our notice the previous day, and a number of large skiffs, all of which we destroyed.

We returned and anchored for the night off Plaquemine, and the next day (1st instant) we visited Baton Rouge again, where we found all quiet, as before. The next day we ran down to Red Church, 25 miles above New Orleans, where some pickets of our army were being threatened with an immediate attack by guerrillas. We arrived opportunely, and anchored for the night.

On the night of the 3d we were anchored off Donaldsonville. Steaming slowly up the river the next forenoon we were overhauled by the *Empire Parish*, bringing a dispatch from Commodore Morris, requiring the *Kineo* or the *Itasca* to protect, and, if expedient, to convoy, this steamer, with a cargo of merchandise, trading along the banks for sugar and molasses. She reported having been fired upon by guerrillas from various points. We attended upon her very closely until the evening of the 5th, until she had arrived within 7 miles of Carrollton, having convoyed her through an eminently successful and doubtless an exceedingly profitable trip.

Here we were met by the *Katahdin*, and returned to anchor at a place indicated as being where the rebels aimed to destroy the railroad 22 miles above New Orleans with a view to bag a party of our troops under Colonel McMillan..

The *Sciota* joined us subsequently, having been hurriedly sent up to the support of the same colonel. But neither this colonel nor any rebel force could be found. The next morning the *Kineo*, accompanied by the *Sciota* and *Katahdin*, proceeded up the river and anchored for the night (6th instant) a few miles below Donaldsonville.

The next forenoon, about 10 miles above Donaldsonville, we spoke and boarded the *Essex*, accompanied by the *Anglo-American*. We were informed by Commodore Porter that he had been to Vicksburg, having demanded the unconditional surrender of that place; also of Natchez. We did not learn, however, that either place did wholly succumb to his demand.

We learned from him, moreover, that he was just then from a severe engagement with Port Hudson, where, after an hour's hard fighting, he had silenced their battery of thirty guns. Three heavy shots had penetrated the *Essex* during the engagement, but without injury to anybody, nor doing any considerable damage. Two of his guns, one IX-inch and one X-inch had burst.

We anchored that night off Baton Rouge everything still quiet. Leaving that place in the next afternoon, we anchored for the night (8th instant) 6 miles below Plaquemine.

Last evening, a few miles below Bonnet Carré Point, I received on board, under a flag of truce, Colonel R. C. Wickliffe, bearer of dispatches from the rebel Major-General Richard Taylor to Major-

General Butler. Arriving here at 9 o'clock I had him conducted by Mr. Rodgers, executive officer, immediately to General Butler.

I have the honor to be, sir, very respectfully, your obedient servant,
 GEO. M. RANSOM,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant Roe, U. S. Navy, commanding U. S. S. Katahdin, regarding pillage committed by United States troops.

U. S. GUNBOAT KATAHDIN,
Mississippi River, September 11, 1862.

SIR: I was overhauled yesterday by Lieutenant Commanding Lowry, of the *Sciota*, while at Bonnet Carré Point, and directed by him to follow on as convoy of three transports of the United States Army. Upon arriving at Donaldsonville this day, the transports landed at the upper part of the town, landed a party of troops, and commenced receiving on board sugar and other merchandise. A few hours after I received positive information that a company of these troops had entered a large mansion, situated near to the landing of the steamer *St. Maurice*, had pillaged it in a brutal manner, and carried off wines, liquors, silver plate, and clothing belonging to ladies. I am informed that several of the soldiers were drunk from the use of the liquors and wines thus appropriated.

This house was inhabited in the morning.

During this time the *Katahdin* was at anchor with her guns trained upon shore over the *St. Maurice* for her protection.

I respectfully request instructions if the guns of the *Katahdin* are to be used for the protection of soldiers upon a marauding expedition, and if I am to use them in the protection of drunken, undisciplined, and licentious troops in the wanton pillage of a private mansion of wines, plate, silk dresses, chemises, and female apparel, to say nothing of the confiscation of sugar, which I believe to be without proper and lawful reasons therefor.

I confess, sir, that I blush to report that while the troops of the *St. Maurice* were thus engaged in this unsoldierly and ungallant, not to say disgraceful, operation, I opened my fire upon guerrillas hovering in the rear, apparently occupied in preventing such acts of the United States troops.

I feel quite ready to place the *Katahdin* and her guns under the fire of an enemy; I am desirous of encountering enemies, and of injuring them in every manly manner; but I can not further prostitute the dignity of my profession, as I conceive I have done to-day, without an earnest and respectful appeal to your authority. It is disgraceful and humiliating to me to be ordered upon guard duty of soldiers employed in pillaging ladies' dresses and petticoats, and I respectfully request that I may be relieved from such service.

Very respectfully, your obedient servant,

F. A. ROE,
Lieutenant, Commanding.

Commodore HENRY W. MORRIS,
Commanding Naval Forces, New Orleans, La.

[Endorsement.]

SEPTEMBER 13, 1862.

The acts of the troops in pillaging (if true) are without palliation or excuse. Certainly no more to be justified than this improper, bombastic, and ridiculous rhodomontade of a sublieutenant of the Navy.

BENJ. F. BUTLER,
Major-General, Commanding.

Report of Lieutenant Roe, U. S. Navy, regarding the firing, by mistake, upon French flag.

U. S. GUNBOAT KATAHDIN,
Off Donaldsonville, La., September 11, 1862.

SIR: I have been informed that my dispatches of the 8th instant have, by mistake, been sent direct to the North.

I beg leave to enclose duplicate of my letter of the 8th instant to Rear-Admiral Farragut.

I would be glad to have some instructions in regard to the numerous French flags I see flying along the whole coast from New Orleans to Baton Rouge. They are flying everywhere, and oftentimes so resemble the Confederate flag as to deceive us as to their character.

Inasmuch as this may be a delicate question, I beg for instructions in the premises.

I am, sir, very respectfully, your obedient servant,
F. A. ROE,
Lieutenant, Commanding.

Commodore HENRY W. MORRIS,
Commanding Naval Forces, New Orleans, La.

[Enclosure.]

U. S. GUNBOAT KATAHDIN,
Off Baton Rouge, La., September 8, 1862.

SIR: I have to report that while off the lower part of Donaldsonville yesterday morning a Confederate flag was reported to me around a small flagstaff in the chimney of a house on shore. I examined it carefully and believed it to be a Confederate flag. I opened fire, sending a few shot over the house and one through the roof, when I saw a white flag waving from the levee. I ceased firing and sent a boat on shore to haul down and bring the flag on board. It proved to be a French flag, and the proprietor, with two other gentlemen, came on board and claimed protection under it.

I returned the flag to him and explained to him that it was fired upon by mistake, as it was so rolled up as to deceive myself and all on board into the conviction that the colors were those of the rebel ensign.

I am, sir, very respectfully, your obedient servant,
F. A. ROE,
Lieutenant, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Pensacola, Fla.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Alden, U. S. Navy, referring to expected general attack upon the Federal Army and Navy.

FLAGSHIP HARTFORD,
Pensacola Bay, September 11, 1862.

DEAR CAPTAIN: By the return of Captain Febiger to his station you will be enabled to release the *Jackson* and allow her to return to her station in the lake.

I send you a list of vessels which have recently left Havana and England for blockaded ports.

I am also informed that a general attack upon our Army and Navy may be expected during the month of September.

The attack on the Army has already been made, and McClellan has changed his "base of operations" again, or, in other words, retreated toward Washington.

Very respectfully, etc.,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.
Commander JAS. ALDEN,
Commanding U. S. S. Richmond.

Report of Rear-Admiral Farragut, U. S. Navy, requesting information regarding the required position of the admiral's flag.

No. 196.]

FLAGSHIP HARTFORD,
Pensacola Bay, September 12, 1862.

SIR: I would be pleased to know the views or wishes of the Department as to the wearing the admiral's flag. Should we of the active list wear it at the main or mizzen? As I understood the law, I hoisted it in the main, but it will be quite as agreeable to wear it at the mizzen, that being the invariable designation of a rear-admiral. I simply desire to conform to the views of the Department, having had no order on the subject.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, regarding repairs to vessels in his squadron.

No. 199.]

FLAGSHIP HARTFORD,
Pensacola Bay, September 13, 1862.

SIR: I feel it my duty to inform the Department of the repairs now going on in the squadron, which I hope will be finished during this and the coming week. The principal repairs have been on the *Brooklyn*, which I informed you was injured by the ram. Her side was stove in 6 feet under water. The prow of the ram struck between the timbers

and crushed the plank. We have careened her over to port, so as to bring the wound nearly out of water, and "shimmed" up the indentation with felt and pine wood, and then covered it over with 5-inch oak plank, 25 feet in length, calked it well, and coppered it over, and I think she will be able to do her duty for the rest of her cruise.

The *Susquehanna* is a more difficult case, as you will see by the report of Captain Hitchcock. Her shaft and pillow block are broken, and her cylinders are cut and corrugated so that they have to make a temporary arrangement of rings of boiler iron, which lasts ten or twelve days. If she can get into Mobile her battery would be of great use, but I fear she draws too much water to risk in the bay, even if she can cross the bar, which is doubtful, as the charts only give $3\frac{1}{2}$ fathoms, and she draws 20 feet now.

The gunboats are breaking down all the time. Thus far, however, I have managed very well, but at great expense, as I have to pay heavily for work done in New Orleans. I brought to this place 6 or 8 carpenters and calkers, and with the exception of a few articles we have done pretty well.

I have employed a teamster with four mules, who has succeeded in finding a great many things that the enemy had hauled out of the yard and left behind in his hurry. I have recovered four fire engines, carry logs, and many useful appliances for our work. There is considerable timber in the pond in the rear of the navy yard, from which we supply ourselves. There is a large quantity of iron of every description in the yard, save boiler iron. There is a lighter load of iron sunk in the basin of the dry dock which might be easily gotten out, as it is plainly in sight at 6 feet. The boilers, shafts, and wheels, and many articles of machinery belonging to the old *Fulton* are here; also the hydraulic ram and iron of the railway, apparently very little injured. The ways are burned and the stone much cracked and broken by the heat. I will be able to collect boards enough to cover the new storehouse, and there is slate enough in the yard to finish the roof of the new machine shop. These two buildings will give us all the facilities we will want for some time if we can hold them in security, which I feel satisfied we can do so long as we have a vessel of war here. A gunboat could have held the place originally.

The chapel and armory is also standing and not much damaged. It could be repaired by our carpenters when we have leisure. The walls of the other buildings in the yard, except the stables and the kitchen to the northeast building, which are almost complete, are totally ruined, cracked, and tumbling. I found three anchors, two of about 4,000 pounds and one of 2,000; also several chain cables from three-fourths to 2 inches, and guns which had been in the earthworks outside the yard, erected to fire upon Fort Pickens and the fleet. There is also in the yard a large quantity of shot and shell of different sizes, and the skids for the guns in the yard are in good order, and, if we do not hold the yard, should be sent home in some of the vessels that are returning in ballast.

All of which is respectfully submitted by

Your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Lieutenant-Commander Thornton, U. S. Navy, regarding the destruction of a Confederate steamer in Navy Cove.

U. S. GUNBOAT WINONA,
Off Mobile, September 13, 1862.

SIR: I beg leave to inform you that in the course of my service on the blockade I discovered one of the enemy's steamers lying in Navy Cove, and within range of my guns.

By firing over the land I could reach her. The first shot knocked away the top of her smokestack and caused her crew to leave the vessel. The next two shots went over her, and the fourth and last struck her, exploded, and knocked her to pieces.

Fort Morgan fired over us and around us, but we returned to our station without casualties.

I am, sir, very respectfully, your obedient servant,
JAMES S. THORNTON,
Lieutenant-Commander.

Captain JAMES ALDEN,
U. S. S. Richmond.

Letter from Commander French, U. S. Navy, commanding U. S. S. Albatross to Mexican inspector of custom-houses, Matamoras.

U. S. S. ALBATROSS,
Off Rio Grande River, September 13, 1862.

SIR: The accompanying communication * for the consul of the United States, which you were kind enough to offer to forward to him, has embodied in it the subject-matter of our consultation yesterday morning, and I have thought since our interview yesterday this was the most proper course for all official correspondence between the Mexican Government and myself.

The consul of the United States will, of course, communicate its contents, or such portions of it as refer to the subjects of yesterday's interview, to the Mexican Government, and I have no doubt to yourself also. It will be equally my pleasure, as well as my duty, to avoid, if possible, in carrying out the orders of my Government, the slightest approach to anything which would tend to disturb the very friendly relations now existing between the two Governments.

With very great respect, your obedient servant,
H. FRENCH,
Commander, U. S. Navy.

Señor Don J. A. ZAMBRANO,
Inspector of Custom-Houses, etc., Matamoras.

Cooperative expedition to Pass Manchac and Ponchatoula, La., September 13-15, 1862.

Abstract log of the U. S. S. New London, Lieutenant-Commander Abner Read, U. S. Navy, commanding.

September 13.—At 12:30 p. m. stood down to Pontchartrain wharf for the purpose of taking soldiers on board for an expedition across

* Not found.

the lake. At 4 took on board 100 soldiers, the steamer *Ceres* having on board 150. We both stood over to the north side of the lake.

September 15.—Made several attempts to cross the bar, but finding only 5 feet of water we backed off and came to anchor, while the *Ceres* stood up the river. At 11:30 p. m. the *Ceres* returned from Manchac Bridge, having on board the troops under Major Strong, who had made a reconnoissance on Ponchatoula, driving the enemy out of the town, burning and destroying the engine and cars of the railroad, etc. The enemy, however, returned with three pieces of artillery, forcing our troops to retire.

Report of Major Strong, U. S. Army.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La., September 24, 1862.

GENERAL: Pursuant to your orders of the 13th instant I embarked on the afternoon of that day on board the steamer *Ceres*, at Lakeport, with three companies of the Twelfth Regiment Maine Volunteers, commanded respectively by Captains Thornton, Farrington, and Winter, and one company (Captain Pickering's) of the Twenty-sixth Massachusetts Regiment. I had previously sent 100 men of the Thirteenth Connecticut Regiment on board the gunboat *New London*, whose commander, Captain Read, had kindly consented to cooperate with me. The object in view was to surprise the village of Ponchatoula, the headquarters of the rebel General Jeff. Thompson, 48 miles north of this city, on the line of the Jackson Railroad. To that end the *New London* was to land her men at Manchac Bridge, where at daybreak next morning they were to drive the enemy that might be found there northward to Ponchatoula, while the remainder of the force having found our way 15 miles up to Tangipahoa River in the night should have landed, marched 6 miles westward, and captured Ponchatoula in season to secure those of the enemy who had been driven up from Pass Manchac.

The attempt at surprise failed, for not only was the *New London* unable to get over the bar into Manchac Pass in the darkness, but the *Ceres*, too large for the easy navigation of the narrow and winding Tangipahoa, failed in each of the succeeding nights to reach her destination on that river in season to admit of our gaining Ponchatoula before daylight. I resolved, therefore, to go with the steamer to Manchac Bridge, and did so on the morning of the 15th. From that point Captain Winter was sent with his company southward to make the destruction of the railroad on Manchac Island more complete, which duty he thoroughly performed. Captain Pickering's company was left to guard the steamer, and the companies of Captains Thornton and Farrington began a forced march of 10 miles upon Ponchatoula. A locomotive 1 mile below the village gave notice of our approach, which could not be concealed, and ran northward giving the alarm at the village and thence to Camp Moore for reinforcements. We met on entering Ponchatoula a discharge of canister at 70 yards from a light battery, in charging which Captain Thornton fell severely wounded * * * the enemy was driven from the field, the artillery galloping away, followed by the infantry, on a road through the forest, in a northwesterly direction * * * and Commander Buch-

anan, U. S. Navy, who accompanied the expedition rendered important service. * * *

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

GEORGE C. STRONG,
Assistant Adjutant-General.

Major-General BENJAMIN F. BUTLER,
Commanding Department of the Gulf.

[Telegram.]

[JACKSON, MISS., *September 15, 1862.*]

Operator at Tickfaw dispatches that the enemy have burned Long Bridge, over the Ponchatoula River, 2 miles this side station at Ponchatoula. Our forces nearly all captured. Enemy lost 16 killed. Our battery taken. Enemy 3,000 to 4,000, not yet at Tickfaw.

Can you send me some troops?

[DANIEL RUGGLES,]
Brigadier-General, C. S. Army.

General VAN DORN,
Holly Springs.

[Telegram.]

JACKSON, MISS., *September 16, 1862.*

Our troops at Ponchatoula rallied by Colonel Witt and repulsed the enemy, reported 900 strong, retaking our battery, capturing the enemy's wounded. Attack expected this morning.

[DANIEL RUGGLES,]
Brigadier-General, C. S. Army.

General VAN DORN,
[Same to Generals Beall and M. L. Smith.]

Letter from Commodore Morris, U. S. Navy, to Lieutenant Roe, U. S. Navy, condemning his action in firing at steamer Empire Parish.

U. S. SLOOP PENSACOLA,
New Orleans, September 13, 1862.

SIR: I regret to hear from General Goicouria that you had fired two shots at the *Empire Parish* when she had stopped on your firing over her. She had a number of passengers on board, many of them women and children, who were all excessively frightened. After your second shot they kept on toward you, supposing that it was your wish for them to approach you. They did not, and he says that they could not have turned the boat's head up the river, as she was so deeply loaded that to have done so would have endangered her sinking. He finds it a difficult matter to induce his crew to go up in the boat, from fear of again being fired at. It is very proper to use precaution to prevent being taken by surprise, but on the other hand such precipitate action as to endanger sinking and destruction of life and property is very reprehensible when it is leveled against those who are friends and whom we are bound to assist and protect.

The *Empire Parish* returns up the river to-morrow morning, bound to Bourgeoise plantation, which is a little this side of Donaldsonville. She will want convoy from below Bonnet Carré or Red Church up to that plantation, protection while loading there, and convoy back to Red Church. If your duties will permit it, I wish you to afford it to him. I think that you owe him some amends for firing at and coming so near sinking him.

I received your dispatch this morning, of the 11th instant, concerning the pillaging of the soldiers at Bonnet Carré. I went on shore and showed it to General Butler. He was offended at the tone and the terms used by you and the language of the dispatch. He said if you had specified what house it was that had been pillaged, he could take some action on it; but said the matter should be looked into. He desired me to leave the dispatch with him, that he might take a copy of it, which I did. I regret that I showed him the dispatch instead of writing him a letter embodying the purport of it.

I am, very respectfully,

HENRY W. MORRIS,
Commodore and Senior Officer.

Lieutenant-Commander F. A. ROE, U. S. Navy,
U. S. Gunboat Katahdin.

Abstract of statement of J. W. Porter, a refugee from Alabama, who surrendered September 13, 1862, received from Rear-Admiral Farragut September 29.

Was employed by Governor Shorter 27th of May, in charge of 500 negroes, in building fortifications at Choctaw Bluffs, 110 miles above Mobile, on the Alabama River. Half a mile below the landing, at a bend on the river, two rafts fastened one to each bank, and meeting in the form of a V, obstruct the passage, and though held in place by the force of the current can be opened to permit the passage of vessels. On the bluffs at the landing, 40 feet above the water, are two casemated 8-inch guns, bearing exactly on the rafts and the bend of the river. Along the west bank was a breastwork mounting 11 guns, which cover the approach; the smallest one, a 32-pounder rifle; one is a X-inch columbiad, at the lower end of the work. From this point it is just 7 miles across the country to the fortification of Owen Bluff, on Tombigbee River.

Between the two, in the wood, is encamped one Alabama regiment of infantry, Colonel Smith. At Owen Bluff a line of spiles is driven across the river with a narrow entrance on the right-hand side going up for steamers to run in and out. A battery of five guns on the bluff, 75 feet above the water, commands the approach.

Porter visited Mobile three or four times, and each time went down the harbor and back in a small boat, carefully examining all the fortifications with a glass. These are as follows:

Going down the bay on the right-hand side there is—

First. A battery at the light-house, no guns mounted, Porter believes.

Second. An earthwork below the light-house, mounting three guns and possibly four, open.

Third. Southeast of the light-house, distant perhaps a mile, on a shoal, an open battery of three guns.

Fourth. East of this, distance perhaps three-quarters of a mile, a very strong ironclad battery. The main channel runs between this and the last mentioned (No. 3). This work is built by driving spiles in the shoal, filling up with earth, brick, etc., brought down in scows. Upon this is a heavy timber foundation and wall of large timbers, with casemates for the guns; the whole is strongly cased by railroad iron. There were 6 guns mounted, and one casemate besides. The guns are of the largest caliber.

From this battery, with a wide sweep to the south and west, was a line of obstructions across the channel and to the west shore, with only one outlet in mid-channel. This line is formed of spiles and sunken vessels filled with brick. Millions of new brick were sunk here. It strikes the shore about 4 miles below the city. The narrow entrance can be seen, as the spiles rise above the surface, but is commanded by batteries Nos. 3 and 4.

Knows of no channel to the east of the ironclad battery, and though he found more than 13 feet of water in many places thinks there is none. One year ago Porter was told by his cousin, a soldier in Fort Morgan, that Fort Morgan had 115 guns and Fort Gaines 15. On the 8th instant, when at Mobile, was told by a friend that Morgan mounts 125 and Gaines 25 guns; that an ironclad battery like the one above mentioned is being built in the lower bay, and that land fortifications enclose Mobile from the bay round to the river. Knows nothing of the truth of these statements.

It was also stated to him that there had just arrived at Mobile from England a large steamer with 8 Armstrong guns, one mounted, and with heavy iron plates on board, but not placed or fastened.

She had run the blockade, and 60 shots were fired at her by the fleet, of which several hit her, killing one man and wounding two. It was reported that she had nearly her whole crew sick with yellow fever. With reference to the position of troops: Saw General Breckinridge and about 3,000 men, among them 300 Louisiana Zouaves, go northward on the cars from Jackson on the night of the 9th instant. Was told that he, with his whole army, was going to Kentucky.

At Camp Moore Judge Martin, district provost-marshal, was in command, but spoke of General Ruggles as the officer to whom he should telegraph for orders. The old camp then was perfectly deserted, tents and all gone, but a mile and a half from the depot he saw a few tents; not more than enough for three companies at most.

At Ponchatoula Jefferson Thompson has a command, with his main force about 2,000 men, off to the left of that place.



Thompson himself has gone across the Mississippi into Texas, to place his children with relatives there; is expected back soon.

Crossing at and below Baton Rouge is reported to be frequent.

One company of Thompson's force is between Ponchatoula and Manchac bridge. At Pollard, [Alabama], 38 miles above Pensacola, were 5,000 men, including Colonel Hunter's cavalry regiment, a Louisiana regiment, then under orders to march at once (September 5).. Below, in Florida, a battalion of cavalry.

Found great precaution taken by the Confederates to prevent any unreliable person, or any conveyance that could carry a letter (quoting the language of the provost-marshal at Madisonville), getting through the lines to New Orleans.

At the wharf at Hickox station, before giving himself up to the pickets, was informed by a man living in one of the houses on the wharf, which he will point out if desired, how to escape the pickets and get into the city. Three others who crossed the cape with him tried it, and were pointed out to him by Lieutenant Johnson and arrested after he had given himself up.

Mr. Porter claims to have been always a Union man, to have steadily refused to give [aid] to the Confederate service, and to have left the Confederacy and passed our lines at some peril in order to avoid service under the rebel flag, having been enrolled under the conscript law. At Mobile Porter saw one very heavily plated ram; plates of iron, not railroad bars. Saw two 8-inch guns on her upper deck between the wheelhouses, but thinks she has no guns inside. She is an old river steamboat, with old engines, and is very slow; did not run faster than P. walked along the wharf, but her plating is very heavy. There are, besides this, one old lopsided-wheel steamboat, cut down and fitted out as a gunboat, carries 5 guns and is a pretty fast and effective boat, though not iron cased. Besides these, two new gunboats built at Mobile, called the *Gaines* and *Morgan*, about 180 feet in length, pretty fast, and mounting 10 guns each, appear to be 8-inch guns. Two more are building up at Selma, which appear to be nearly done, which are iron-built throughout, of 12-inch square timber; sides and tops are to be plated with iron; heard they were to mount two guns each; were 80 feet in length; saw these building; were in shape thus , sides not curving, but built of timbers dovetailed at the ends, shaped from the front, or near, as this ; believes there is an inside shell of timber in form corresponding with the dotted lines; were calking a month ago.

Report of Commander Alden, U. S. Navy, referring to the proposal regarding capture of Fort Gaines, Ala.

U. S. S. RICHMOND,
Off Mobile, September 14, 1862.

DEAR ADMIRAL: Your note of yesterday, together with the men, came by the *Kennebec*. I note the contents. We have seen only one gunboat, the *Gaines*, since our arrival. The *Union* (schooner) you speak of, Russell tells me, has arrived at Pensacola. We shouldn't of course let her pass with anything contraband of war on board if she had the permit of "Gideon" himself. I like your idea of taking Fort Gaines first, which I think can be done without much trouble with a few good troops. From all I can learn there are no guns at Cedar Point.

We heard some heavy firing in the direction of the town last evening which, from the long intervals that occurred, was thought to be practicing rather than a salute.

I send the *Winona* with directions to coal and return immediately. Mr. Law succeeded in repairing the *Pinola* by making a new stem to her Kingston valve.

Do you think our storeships at Pilot Town and at the Head of the Passes are entirely safe from a rebel raid? I have thought of their exposed situation a good deal lately, and trust you will excuse what

might seem on this occasion rather remote from my particular duty, i. e., a reference to the subject.

With great respect, I am, your obedient servant,

JAMES ALDEN.

Admiral FARRAGUT, U. S. Navy,
Commanding U. S. Blockading Fleet, etc.

Capture of Acting Volunteer Lieutenant Kittredge, U. S. Navy, and boat's crew at Flour Bluffs, near Corpus Christi, September 14, 1862.

Report of Acting Master Lundt, U. S. Navy, commanding U. S. bark *Arthur*.

U. S. BARK ARTHUR,
Off *Aransas, Tex.*, September 20, 1862.

SIR: I would respectfully report that on Sunday morning, 14th instant, Lieutenant Commanding Kittredge and his gig's crew, 7 men, were surprised and captured by the rebels at Flour Bluffs, 12 miles from Corpus Christi.

The yacht *Corypheus*, schooner *Breaker*, and sloop *Belle Italia* left here for Corpus Christi on the 11th instant to communicate with Judge Davis's family, who are 15 miles from the latter place, it being necessary to obtain permission from General Bee, at San Antonio. The interim was used by Lieutenant Kittredge in exploring the entrance to Laguna [de la] Madre. He was surprised by two companies of infantry, who had two pieces of artillery. The troops were shelled by the yacht and tenders, but their efforts were unavailing. The gig was also captured. They were taken to Corpus Christi; the fleet returned same day to Aransas Bay. The next day Assistant Surgeon Root and Master's Mate Reynolds went, under flag of truce, with the yacht to Corpus Christi and were allowed to go ashore and communicate with Lieutenant Kittredge. He was allowed to take what clothes, provisions, and money he wished. He was then staying with Major Hobby, who commanded the forces there at the attack made on it by this fleet, August 16 and 18, but has been displaced by Major Gray. On the 16th Lieutenant Kittredge was to have been taken to San Antonio. Major Hobby gives assurance he shall be treated with all the deference and courtesy due his rank.

Mr. Reynolds reports a new battery there, and testifies to seeing 6 long 32s, 2 Mexican 24-pounders, and 6 brass fieldpieces. They have been increasing their forces lately, so that the idea of again attacking them with our present force would be impracticable. By the capture of Lieutenant Kittredge the service is deprived of a brave and good officer. His knowledge of the intricate inside navigation and of the topography of the country was invaluable. The following are the names of the crew captured with him: Frederick Williams, coxswain; George Clemett, seaman; Henry McLean, seaman; John F. Reid, ordinary seaman; Daniel Kennedy, ordinary seaman; James Stuart, seaman; Albert A. Butts, landsman. The following arms were captured with the gig: Seven Enfield rifles, muskets, and accouterments; 7 cutlasses, 7 boarding pistols. We learned that Wilson, landsman (whose capture on St. Joseph's Island has been before reported), was taken by twenty cavalry from Salina [Saluria?], and that he is now a prisoner at Matagorda. Under my command the *Arthur* was absent

at Galveston, to land a lady passenger taken in the prize schooner *Water Witch*, from September 11 to 19.

I am, very respectfully, your obedient servant,

W. O. LUNDT,
Acting Master, Commanding U. S. Bark Arthur.

Rear-Admiral D. G. FARRAGUT,
Commanding Gulf Squadron.

Report of Acting Volunteer Lieutenant Kittredge, U. S. Navy, late commanding U. S. bark Arthur.

U. S. BARK ARTHUR,
Pensacola, Fla., October 14, 1862.

SIR: I would respectfully report that, after the receipt of your request to obtain Judge Davis's family, on the 12th of September I proceeded with the yacht *Corypheus* and the schooner *Breaker* to Corpus Christi for that purpose, landed under flag of truce, and had an interview with the commanding officer, who refused to Mrs. Davis permission to leave Texas, but said he would refer the matter to General Bee, commanding the Division of Texas. Got underway, and as the wind was ahead, and we could not pass through the cut into Aransas Bay, proceeded to Flour Bluffs, where several small vessels were discovered. Was joined by sloop *Belle Italia*. At 8 a.m. Saturday morning, 13th ultimo, as these vessels were trying to escape, shelled them, but they ran into Laguna [de la] Madre, where we could not pursue them. Landed and reconnoitered, and took three prisoners off to the yacht to detain them till my reconnoissance was completed. Sunday morning, 14th ultimo, as the wind was still ahead, I remained to make further examinations. Saw two armed men in a new, unfinished building; threw a shell to drive them off; landed with my boat and 7 men, with view of ascertaining if more force was present, and went myself to the door of the house, belonging to one of the men captured, when suddenly 19 men rushed out and surrounded me, and before I could get my revolver from my belt was overpowered. My men, being separated from me by this force, dared not fire, as I was in the midst of the rebels. They were captured, and we were taken at once to Corpus Christi, and from there sent to General Bee at San Antonio for his action, and were by him paroled; also the men to be sent North to be exchanged.

As General Bee admitted that I had been an honorable, although an active, enemy, and had respected private property, he sent me back to the *Arthur* upon condition that myself and men should go North by first opportunity.

I have to report that I have experienced kind and considerate treatment at the hands of General Bee and his officers, and my men have also been taken good care of.

Very respectfully, your obedient servant,

J. W. KITTREDGE,
Lieutenant Commanding, U. S. Navy.

Senior Rear-Admiral D. G. FARRAGUT.

Report of Brigadier-General Bee, U. S. Army.

HDQRS. SUBMILITARY DISTRICT OF THE RIO GRANDE,
San Antonio, Tex., September 24, 1862.

SIR: I have the honor to report that Lieutenant Kittredge, commanding United States fleet in the waters of Aransas Bay, arrived at Corpus Christi under a flag of truce on the 12th instant, asking permission to convey the family of E. J. Davis, a renegade traitor of Texas, to New Orleans. Major E. F. Gray, commanding at the post, received the flag, and refusing to allow Mrs. Davis to comply with the request until permission should be received from headquarters, notified Lieutenant Kittredge that ten days would elapse before an answer could be given; whereupon Lieutenant Kittredge withdrew, and proceeded down the bay some 15 miles toward the salt works, on the Laguna de la Madre. On the same night Major Gray dispatched Captain Ireland, with 50 men and one piece of artillery, to watch his proceedings, accompanied by Captain Ware of the cavalry. Captain Ireland posted a portion of his men under Captain Ware at a vacated house near the shore, and within a short distance of where it was known that the fleet of the enemy was anchored for the night, the piece of artillery being well masked in the sand hills.

Early in the ensuing morning the enemy shelled the house and surrounding points for some time; then, the ground being apparently unoccupied, Lieutenant Kittredge, accompanied by 7 men, landed and approached the house. Our men being concealed, the adventurous lieutenant fell gracefully into the trap set for him and, with his whole party, were taken prisoners. The report of Captain Ireland of this well conceived and successful plan is herewith enclosed for the information of the general commanding.

It is worthy of note that as soon as the gunboats of the enemy became aware of the fate of their officer they opened a rapid fire of shell and grape on the command, which fell alike on soldiers and prisoners, but without damage to either.

Major E. F. Gray immediately forwarded Lieutenant Kittredge, under escort of Major Hobby, to this place, where he arrived on the 20th instant, and having given his parole, now awaits the order of the general commanding. The 7 seamen are also en route to this place.

It gives me great satisfaction to announce this creditable sequel of the defense of Corpus Christi by the capture of the bold and energetic leader of the enemy, and the end of the campaign for the present, as the fleet have all retired to their usual place of anchorage near Aransas Bay.

It is also proper to state that the course of Lieutenant Kittredge, while for many months in command on our coast, has been that of an honorable enemy, and as such he is entitled to the consideration due to his situation by the terms of civilized warfare.

With great respect,

H. P. BEE,
Brigadier-General, Provisional Army.

Brigadier-General P. O. HÉBERT,
Commanding Department of Texas.

Report of Major Gray, U. S. Army.

CORPUS CHRISTI, TEX., *September 16, 1862.*

SIR: I have to report that the expedition under Captain John Ireland, of which I notified you in my last communication, has returned to this place successful. Enclosed I forward you a copy of his official report, which will explain itself. * * *

Major Hobby has been directed to accompany Lieutenant Kittredge to San Antonio and to be governed by your further directions. The other prisoners will be forwarded to-morrow with an escort. I enclose you Lieutenant Kittredge's parole.* I have informed him that he would be forwarded across the lines without delay. I would most respectfully request that my assurance may be complied with, or rather verified; yet he understands that everything remains subject to your decision. After his capture I communicated with his vessels, under flag of truce, for the purpose of obtaining wearing apparel for him and for his men, which has been done. I consented that the vessels should approach and retire under a flag of truce.

Everything is progressing here to my satisfaction, and I hope to send you additional good news ere long. I will write again by mail.

I have the honor to be, very respectfully, your obedient servant,
E. F. GRAY,
Major, Commanding.

Brigadier-General H. P. BEE,
Comdg. Submilitary District of the Rio Grande, San Antonio, Tex.

[Enclosure.]

CORPUS CHRISTI, TEX., *September 15, 1862.*

SIR: In obedience to your orders I left Corpus Christi at 8 p. m. on the 13th instant. I took with me one small piece of Captain [H.] Willke's battery, under Lieutenant Johnson, a detachment of 50 men from my own company, and Captain J. A. Ware. I proceeded to Flour Bluffs, 15 miles south of this place. Arrived there at 1:30 o'clock same night. I took two positions within half a mile of the enemy's gunboats, three in number. At one place I stationed Captain Ware with a detachment of 20 men and the other I occupied with the remainder of my force. The positions were selected with a view of commanding the channel leading to [Point] Peñascal and of cutting off any force that might attempt to land. After throwing a number of shell at some unoffending citizens on shore, the enemy landed, which he effected near the point where Captain Ware was posted. When the enemy were within musket range Captain Ware advanced and, without firing a gun, captured the party, consisting of Captain Kittredge, commanding blockading fleet off this coast, and 7 of his men. This occurred at 11 o'clock of the 14th.

It now being certain that they would not then attempt to enter Laguna de la Madre, and there being nothing further that I could accomplish by remaining, the line of march was resumed for this place. The enemy then threw some 40 or 50 shells, but without effect. I also captured 8 stand of arms—Enfield rifles, Colt's six-shooters, and 2 cutlasses.

I take great pleasure in calling your attention to the efficient service and gallant conduct of Captain Ware, who obeyed orders with alacrity

* Omitted.

and executed them with great judgment. I desire also to call your attention to the gallantry of Private William Saffold, who, in person, captured Captain Kittredge. I have also to acknowledge valuable services rendered by four of Captain Ware's cavalry as guides.

The enemy's boats immediately left the bay.

All of which is respectfully submitted.

I am, sir, your obedient servant,

JNO. IRELAND,
Captain, Commanding Expedition.

Major E. F. GRAY,
Commanding.

Report of Brigadier-General Bee, U. S. Army, forwarding captured flag.

HDQRS. SUBMILITARY DISTRICT OF THE RIO GRANDE,
San Antonio, Tex., September 26, 1862.

CAPTAIN: I have the honor to forward to the general commanding the Department of Texas a flag of the enemy, captured by a detachment of Confederate troops under command of Captain Ireland on the waters of the Corpus Christi Bay.

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

H. P. BEE,
Brigadier-General.

Captain C. M. MASON,
Acting Assistant Adjutant-General, San Antonio, Tex.

Letter from the Secretary of the Navy to Flag-Officers Farragut and Lardner, U. S. Navy, transmitting copies of treaties with Denmark and Great Britain regarding the slave trade.

NAVY DEPARTMENT, *September 15, 1862.*

SIR: You will receive herewith several copies of an agreement entered into between the Government of the United States and that of Denmark in relation to the delivery and reception at West End [Fredericksted], on the island of St. Croix, of negroes, mulattoes, or persons of color found on board vessels seized in the prosecution of the slave trade by the commanders of United States armed vessels.

The Department directs that the commanding officers of all vessels of the Navy who may, during the continuance of this agreement, capture vessels engaged in the prosecution of the slave trade, conform as strictly as practicable to its provisions. A list of all negroes, mulattoes, or persons of color delivered under the agreement will be kept by the paymaster or other proper officer of the vessel making the capture, and the commanding officer will transmit to this Department a copy of the list and the receipt of the Danish officer to whom the persons were delivered. A list and such other information as may be necessary will also be furnished by the commanding officer to the U. S. consul for St. Croix.

I transmit herewith, also, several copies of a treaty between the

United States and Great Britain, concluded April 7, 1862, for the suppression of the African slave trade.

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

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Pensacola, Fla.

Commodore JAS. L. LARDNER,
Commanding East Gulf Blockading Squadron, Key West, Fla.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, regarding general matters.

FLAGSHIP HARTFORD,
Pensacola Bay, September 15, 1862.

DEAR COMMODORE: I received your dispatches by Lieutenant-Commander Law, of the *Clifton*. I think you are right about the bills, as the reports are of such a disheartening character it is difficult to know what to do just at this time, but I hope that they will all prove false.

I have received the sick and marines from Pilot Town by the *Connecticut* and will try to establish them here. You will, no doubt, be able to get your sick into the hospitals in the city, in case of being so unfortunate as to have any epidemic. I am glad to hear that your ships' crews continue to be healthy. We are all remarkably so yet, and the weather is beginning to be cool and pleasant. I expect to see the general (Butler) soon to make arrangements for Mobile, but until we hear from home it will be hardly worth while to lay plans for the future operations.

I did not know what orders to give you about Commodore Porter after he received his promotion, as I did not know whether the Department expected him to give up his command or not. I regret to disappoint Mr. Stillwell of his command, but we must respect the rights of others and give them their rank as vacancies occur. Johnson, of the *Tennessee*, must have the *Itasca* if he wishes her, and there are several others senior to Mr. Stillwell.

Commander Caldwell, with the *Essex* and one of the gunboats, must go up to the mouth of Red River and that locality, but always have a gunboat with him for fear the *Essex* should get on shore, and also to play pilot-fish to him. It was a most extraordinary act of Porter's coming down to New Orleans, for he knew he could not carry coal enough to take him back; but they do anything they are disposed to and appear to get along all the better for it. His report of his exploits exceeds anything I have read lately.

I will keep you in money if the Department keeps me supplied. I shall write to General Butler by this opportunity to inform him once more of the conduct of his deputies.

We took a vessel the other day cleared from New Orleans for New York with salt, coffee, and iron plating for rams. She was doubtless bound to Pascagoula or Mobile for the Confederates, as such a cargo would not be sent to New York. She was cleared by the deputy collector at New Orleans. Alden let a fellow of the same kind go because he had a pass for Pensacola from the provost-marshal at New Orleans.

He probably went to Pascagoula, as he never made his appearance here. The vessel was the schooner *Union*.

I have now given orders to take everything that has contraband of war on board, and to send them in for adjudication.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. W. MORRIS.

Report of Rear-Admiral Farragut, U. S. Navy, requesting ordnance supplies.

FLAGSHIP HARTFORD,
Pensacola Navy Yard, September 15, 1862.

SIR: I would request the Bureau not to send me out any more empty shells, but to send me 150 solid XI-inch shot, 300 to 400 IX-inch solid shot, and 150 bolts of one and a half diameters in length, as I think that they can be used with great effect against the enemy's ironclads.

Very respectfully, your obedient servant,

[D. G. FARRAGUT],
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Captain JOHN A. DAHLGREN,
Chief Bureau Ordnance, Washington, D. C.

Report of Lieutenant Roe, U. S. Navy, requesting an investigation into the character and conduct of the steamer Empire Parish.

U. S. S. GUNBOAT KATAHDIN,
Bonnet Carré, September 15, 1862.

SIR: I respectfully invite your attention to the case of the *Empire Parish*. This steamer not only obtains cargo but carries passengers up and down the coast. I have reason to believe that her missions are not all of a perfectly loyal character. When I took passage in this steamer from New Orleans to Baton Rouge, the chief engineer of the vessel expressed a wish that "all the Yankee vessels might be sunk."

This was said in the presence of many respectable witnesses.

Two of her pilots were secessionists. A few days ago I fired a shell over her to bring her to, as agreed upon by the quartermaster at New Orleans and Mr. Read, one of her owners, and she refused to obey the signal. I fired two more shots ahead of her, and she still kept heading toward my vessel, when I hove a shot directly at her with the intention of sinking her. I observed one of the same pilots at her wheel of whom I have already spoken. He pleaded ignorance as to the proper manner of handling his vessel. This is palpably absurd.

Yesterday I again fired to bring her to, when she delayed so long to obey the signal that I was upon the eve of sending an XI-inch shell into her.

I respectfully request that some investigation may take place in the character and conduct of this steamboat.

Very respectfully, your obedient servant,

F. A. ROE,
Lieutenant, Commanding.

Commodore HENRY W. MORRIS,
Commanding Naval Forces, New Orleans, La.

Memorandum from papers of Rear-Admiral Farragut, U. S. Navy, giving information regarding Confederate vessels.

[SEPTEMBER 15, 1862.]

Vessels at Havana for Confederate ports.—Gunboat *Oreto*, or 290, under English colors; *Alice*, formerly *Matagorda*, 616 tons (has run the blockade of Mobile), Cole, master; *General Rusk*, 417 tons, Confederate, cleared for Nassau, Davidson, master; *California*, 466 tons, Confederate, cleared for Matamoras, Porter, master.

Vessels loading in Havana for Confederate ports.—Steamers *Arizona*, 670 tons, Confederate, Forbes, master; *Austin*, 603 tons, Confederate, Fowler, master; *W. G. Hewes*, 767 tons, English, Smith, master; *Atlantic*, 623 tons, Confederate, Smith, master. Schooners *C. P. Knapp*, 108 tons, English, cleared for Matamoras, Laverty, master; *Excel*, 51 tons, English, up for Nassau, Watkins, master; *Isabel*, 91 tons, English, Laurent, master; *Lilly*, 65 tons, English, Williams, master; *Surprise*, 80 tons, English, Pearce, master; *W. H. Baker*, 49 tons, Confederate, Barnar, master.

Vessels leaving England.—The new and very fast English screw steamer *Harriet Pinckney* (511 $\frac{4}{10}$ %) may soon be expected on our coast with a large and valuable cargo of arms, ammunition, etc. The following is a description: Engines, 90 horsepower; one deck, two masts, brig rig, elliptic stern, clenched build, no gallery, no head, iron frame. Date of register, July 24, 1862. The steamer *Agrippina*, with infernal machines, and screw steamers *Sunbeam* and *Gladiator* are also expected on this coast with valuable cargoes.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant Kittredge, U. S. Navy, regarding exchange of prisoners and disposition of prize schooner Water Witch.

FLAGSHIP HARTFORD,
Pensacola Bay, September 16, 1862.

SIR: You have permission to make exchange only of those prisoners captured from your vessels for those that you may have captured, and will report the names, etc., to me.

You will send the prize schooner *Water Witch* to this place if she has not been sent north.

You will also send the *Arthur* here for such repairs as she may require.

Your operations against the rebels give me much gratification.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]

Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

Lieutenant Commanding J. W. KITTREDGE,

Commanding U. S. Naval Forces, Aransas Bay.

Capture of Confederate schooner Reindeer, or Jeff Davis, September 17, 1862.

Report of Acting Master D'Oyley, U. S. Navy, commanding U. S. bark William G. Anderson.

U. S. BARK W. G. ANDERSON,
At Sea, Lat. 27° 05' N., Long. 93° W., September 18, 1862.

SIR: I beg to transmit to you the following account relating to the seizure of the rebel schooner *Reindeer* by this vessel under my command.

At daylight yesterday morning a sail was discovered from the mast-head about 15 miles distant, directly to windward. The wind was so light that at 2 o'clock p. m. I had neared the stranger only about 3 miles and there was every appearance of a perfect calm. I therefore determined (though the chase was not in sight from the deck) to endeavor to overhaul her with my boats. Accordingly two boats were armed and equipped and at 2:30 p. m. shoved off from this vessel. At 1 o'clock this morning one of them returned with the captain and supercargo of the prize, which proved to be the schooner *Reindeer*, with a cargo of 288 bales of cotton. From the captain (who was very closemouthed) I learned that the schooner left Brazos [Santiago?], Tex., on the evening of the 15th instant without papers of any kind, but sailing under the "Confederate flag," and that he was bound to any neutral port that might be found most convenient; beyond which I could obtain no information from him.

I have placed Acting Master S. [A.] Withington in charge of the prize with a crew of 9 men and ordered him to proceed to Key West.

In the two last communications which I have had the honor of addressing to yourself, dated, respectively, August 31 (relating to the seizure of the schooner *Lilly*) and September 4 (relating to the seizure of the schooner *Theresa*), the weather at both dates being such as to give me no little uneasiness, I was much hurried in my endeavors to get the prizes away without delay and omitted to forward a list of my officers and crew. I have enclosed such a list herewith, and the names and rates therein contained are those of the officers and men entitled to share in the three prizes named below.

Schooner *Lilly*, captured August 31, 1862; schooner *Theresa*, captured September 4, 1862; schooner *Reindeer*, captured September 17, 1862.

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

N. D'OYLEY,
Acting Master, Commanding.

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

Additional report of Acting Master D'Oyley, U. S. Navy, commanding U. S. bark William G. Anderson.

U. S. BARK WILLIAM G. ANDERSON,
Off Pensacola, October 17, 1862.

SIR: On my arrival here, under date October 3, I reported to you, amongst other prizes captured by this vessel in the month of September, the schooner *Reindeer*, or *Jeff Davis*, with a cargo of 288 bales

cotton. I have this day received a letter from Acting Master Withington, the officer in charge of that prize, informing me that after parting company he found her to be leaking badly, and that during the following eighteen days he encountered a succession of strong adverse winds, which caused the leak to increase so as to keep both pumps constantly going. Under these circumstances, and the wind being still easterly, he decided to give up attempting to reach Key West, and keep the schooner away for the South West Pass, where he arrived on the 9th instant, and reported to Captain H. W. Morris, by whose orders he has since been guided.

As in the case of other prizes captured by this vessel, I sent my executive officer on board the *Jeff Davis*, instructing him carefully to examine into the condition of the vessel and her apparel, with the view to ascertain if any defect existed which needed to be remedied before I finally placed her in charge of the prize master. No such defect was discovered by either of these officers, though the prize remained in company over twenty-four hours after her capture, and I have therefore no doubt that her inability to contend with rough weather arose from the lightness of the material and insufficiency of the fastenings used in her construction. The vessel's hold being full, and her deck covered with cotton, these faults were not likely to become apparent, except in heavy weather or after she was discharged. I therefore trust you will consider her having failed to reach her destination to be a misfortune arising from no neglect on my part of due care for the safety of the prize crew and the property under their charge.

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

N. D'OYLEY,

Acting Master, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Acting Master Withington, U. S. Navy, in charge of prize.

U. S. SHIP PAMPERO,

South West Pass, off Pilot Town, La., October 23, 1862.

SIR: I have the honor to forward from this station the dispatches of Acting Master N. D'Oyley, commanding U. S. ship *William Anderson*, having been obliged to come here on account of heavy stress of weather; and the vessel leaking badly and cargo damaging rapidly it has been placed on board the U. S. ship *Pampero* and will be sent north the first opportunity, by order of Captain Smith, senior officer commanding at New Orleans.

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

SUMNER WITHINGTON,

Acting Master, in charge of Prize.

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

Additional report of Acting Master D'Oyley, U. S. Navy, commanding U. S. bark William G. Anderson.

U. S. SHIP WILLIAM G. ANDERSON,
Pensacola, December 1, 1862.

SIR: Referring to my communication dated September 18, 1862, in which I informed the Department of my having seized the rebel schooner *Reindeer*, with a cargo of 288 bales of cotton, I beg leave further to report in relation to that capture, that after parting company from this ship the prize schooner encountered a succession of strong adverse winds, which caused her to leak so freely that it was with difficulty she was kept from filling. Under these circumstances the prize master deemed it expedient to keep away for the South West Pass, where he arrived on the 9th October, and anchoring the prize off Pilot Town, proceeded to New Orleans and reported to the senior officer present (Captain M. Smith), by whose order the cotton was discharged into the U. S. ship *Pampéro*, and a survey held on the schooner which decided her to be unfit to proceed to Key West, and not worth repairing. Subsequently, by Captain Smith's order, the cotton was placed on board the U. S. bark *Kuhn*, in which vessel it arrived here. With the consent of the senior officer present (Captain R. B. Hitchcock), I have caused it to be transferred to the bark *Kate Stamler*, a vessel under Government monthly charter, and about to proceed to New York.

The cotton is in charge of Acting Master S. Withington, one of the officers attached to this ship.

The master of the *Kate Stamler* having refused to receive on board his vessel the prisoners retained as witnesses, they will be forwarded by the first United States steamer from hence to a Northern port.

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

N. D'OYLEY,
Acting Master, Commanding.

HON. G. WELLES,
Secretary of the Navy.

Report of Rear-Admiral Farragut, U. S. Navy, regarding repairs to vessels.

No. 205.]

FLAGSHIP HARTFORD,
Pensacola Bay, September 18, 1862.

SIR: I am compelled at last to send the *Iroquois* home, as you will perceive by the enclosed survey. The expenses at New Orleans are so heavy that I have concluded it would save both time and money to send her north, more especially as her boilers are at the New York navy yard.

This makes three steamers and two sailing vessels, and Captain Walker, of the *De Soto*, is urging that his vessel should go north, but I have determined to repair her at New Orleans if possible.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

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

Instructions of Commodore Morris, U. S. Navy, to Lieutenant Roe, U. S. Navy, commanding U. S. S. Katahdin, regarding duties to be performed in the Mississippi River.

SEPTEMBER 18, 1862.

You are to consider it as your first duty to cooperate with the army, affording them all the aid and protection in your power in carrying on operations against the enemy. You are also to scour the river, disperse any of the enemy that you may see, and prevent them from erecting batteries, as far as practicable. You are to give convoy and protection to merchant steamers and army transports up and down the river, when it does not interfere with the other duties above specified, and to protect them in taking in and discharging their cargoes.

Should the soldiers on board the army transports, as well as the crews, be guilty of pillage on shore whilst engaged in their duties, you are not on that account to withdraw your vessels and leave them unprotected and liable to capture by the enemy, but you will report all the facts of the pillage, specifying as nearly as you can the particular troops engaged in it, the locality of it, the names of the owners of the houses so pillaged, and such other details as you may be able to collect, in order to enable General Butler to enquire into and punish the guilty parties. I do not consider that the mere presence of the gunboats will involve them in a suspicion of being participators in such lawless acts; but, were such suspicions entertained, the duty of protecting the transports must be continued; because such duty is paramount to all other considerations. In reporting the pillaging, I wish you to confine yourself to a plain narration of the facts, without using harsh terms such as, "brutal outrages," "wanton and malicious destruction of property," and the like. It embarrasses me in bringing the pillaging to the official notice of General Butler, as it gives him cause to be offended by the use of such language in an official dispatch; also, the feelings of indignation which such pillaging causes you to feel had better not be expressed in your official report.

H. W. MORRIS.

Lieutenant-Commander F. A. ROE,
Comdg. U. S. S. Katahdin, Mississippi River, above New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, regarding the use of foreign flags as a means of protection.

FLAGSHIP HARTFORD,
Pensacola Bay, September 19, 1862.

SIR: I perceive from the reports of the officers commanding in the Mississippi that a large number of French flags are displayed on the houses, etc., on that river. At first, when these flags appeared but to a limited extent, I took no notice of them, but the evil is so greatly increased that I now deem it expedient to state that no French or other foreign flags are to be regarded as a legal protection, or to be allowed on any buildings other than those used for consular and other representative purposes. There are but two flags recognized in this

country—our own and that of the enemy, which latter we are to deliver our fire at wherever found.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

Commodore H. W. MORRIS,

Commanding Naval Forces, Mississippi River.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Renshaw, U. S. Navy, commanding Mortar Flotilla, to proceed down the coast of Texas.

FLAGSHIP HARTFORD,

Pensacola Bay, September 19, 1862.

SIR: As soon as your vessels are ready for sea you will proceed to Ship Island and coal, and if there is a vessel there, or at the mouth of the Mississippi, that has the privilege of going to another port, you will direct her to proceed to Galveston with you, to replenish your coal at that place. Leave the *Jackson* in Mississippi Sound for the prevention of vessels passing through Grant's Pass and running in the sound generally.

You will proceed down the coast of Texas with the other vessels, keeping a good lookout for vessels running the blockade, and whenever you think you can enter the sounds on the coast and destroy the temporary defenses, you will do so and gain the command of the inland navigation. Galveston appears to be the port most likely for you to be able to enter, if the forts are not too formidable. I do not wish you to interfere with the officers now operating inside, unless you deem it absolutely necessary for the good of the country, in which case you will use your discretion as commanding or senior officer.

Respectfully, etc.,

[D. G. FARRAGUT,]

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Commander W. B. RENSHAW,

Commanding Mortar Flotilla.

Report of Commander Walker, U. S. Navy, giving notes and observation upon Galveston and coast adjacent.*

Galveston is garrisoned by an artillery regiment, composed of men chiefly from the interior. The commanding officer is Colonel [Joseph J.] Cook.

If Galveston is attacked by the squadron, it is from Virginia Point that the greatest resistance is to be anticipated. On this point troops may be speedily assembled by the Galveston and Houston Railroad. Along this road, between Virginia Point and Houston, are posted about a thousand men, and near Houston are posted from 4,000 to 5,000. These include all the troops in that section for 50 miles.

Along the coast, southwardly, from Pass San Luis to Corpus Christi, are about 2,000 men, chiefly mounted rangers, called the Coast Guard; a similar body of men, numbers unknown, are on duty to the east-

* This paper, without date, was transmitted to the Department by Rear-Admiral Farragut September 20, 1862.

ward, extending so far as I know to Lake Calcasieu. These rangers constantly transmit intelligence of the movements of the blockading squadron, and according to circumstances warn off or encourage the approach of vessels engaged in violating the blockade. Hence, unless when vessels of the blockading squadron are anchored close in to the ports or inlets of the coast, they should keep out of sight from the land.

At Brownsville and along the Rio Grande there is one regiment and two or three independent companies.

The possession of the north bank of the Rio Grande for 50 or 100 miles would be to our Government of immense importance, for this would enable it to cut off, or seriously impede, communication with Matamoras, the country on the south bank of the river being, as I am informed, very difficult for transportation. There is much reason to believe that a large proportion of the munitions and supplies of all descriptions which find their way into the Southwestern States are received through Matamoras, whence they are thrown across the Rio Grande and carried by trains of carts and wagons to the nearest railroad. Nor is this the only reason for cutting off easy communication with Matamoras. I am informed by reliable authority that agents of the Confederate Government, with pockets full of Confederate scrip, are constantly purchasing in Texas large amounts of cotton, which, with the connivance of British agents at Matamoras, is then shipped as British property in British vessels, and thus they obtain the means of payment for supplies which are returned through the same channel.

I was preparing a drawing to accompany this paper, but must now defer it till the next steamer.

I am, sir, respectfully, your obedient servant,

W. M. WALKER,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

P. S.—A short time ago I had much conversation with a quartermaster on board the *Rachel Seaman*, who has had much experience on the bar at Galveston. He informs me that a vessel drawing over 10 feet is not safe in crossing the bar; that even at that draft vessels often strike heavily.

I must add that you can not rely upon one steamer to maintain the blockade off Galveston. If two steamers approach the port by day one of them may certainly run in, and on dark nights, in spite of all vigilance that one ship may exercise, an enterprising commander may find his way out.

You have only to refer to the charts to satisfy yourself as to the correctness of this opinion.

Respectfully,

W. M. W.

Report of Commodore Porter, U. S. Navy, regarding the possession by the enemy of the signal book of the U. S. S. General Sumter.

NEW YORK, September 20, 1862.

SIR: From circumstances that have come to my knowledge during the past fortnight, I have every reason to believe that the signal book

of the U. S. gunboat *Sumter* was, prior to that boat being destroyed by the rebels, secured by them, as well as the private journal or log of Lieutenant Erben. The latter, I know, is in possession of the enemy.

The first master of the *Sumter*, Mr. H. A. Glassford, now commanding the *Anglo-American* at New Orleans, is of same opinion, and this is more than confirmed by the admission of Governor Wickliffe, of Louisiana, who inadvertently broached the subject at an interview he had recently with General Butler at New Orleans and at which I was present.

Very respectfully, your obedient servant,

W. D. PORTER,
Commodore, U. S. Navy.

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

Report of Lieutenant Roe, U. S. Navy, regarding the occupation and evacuation of Donaldsonville by troops under Colonel McMillan, U. S. Army, September 21-24, 1862.

U. S. GUNBOAT KATAHDIN,
Near Donaldsonville, La., September 29, 1862.

SIR: I have the honor to report that on the 22d instant the *Katahdin* was detailed to cover the landing and the occupation of this place by 500 United States troops under the command of Colonel McMillan, of the Indiana volunteers. On the same day a good deal of brisk skirmishing took place in the rear of the town. The occupation continued until the 24th. On that day the Colonel sallied out to engage the guerrillas, by this time about 1,000 strong, and furnished with six pieces of artillery. A sharp engagement ensued, when our troops were driven back, and the enemy's cavalry came near cutting off the command by getting in their rear. In the meantime the *Katahdin* opened fire and drove back the enemy into the woods, which were effectually shelled during the day. I have since received reports that 150 of the enemy were slain by our fire. Colonel McMillan evacuated Donaldsonville on the evening of the same day, and retired to New Orleans. By this time the *Itasca* came down from above and I detained her with me to watch the town during the night. We had no further opportunity to harass the enemy.

This whole country is alive with troops and field artillery. In a few hours the enemy can muster one or two thousand men at almost any point on the west bank of the river from Baton Rouge to a point opposite Red Church. These troops are not all composed of guerrillas, but regulars and militia troops are combined with them. They are exceedingly vigilant and active, and we have information that we shall soon have an army of several thousand along the west bank of the river. It is impossible to find their camps, if they have any, from our mastheads, as they conceal themselves under cover of the woods.

All was quiet at Baton Rouge a few days ago, there being only about 400 troops in that town.

The levee has been cut in several places along the coast, especially about Donaldsonville and Bonnet Carré, so as to form embrasures for field guns and infantry.

We have had report that Manchac Bend was to be fortified with heavy guns; but as yet I can find no indications of it after most careful examination. Should the enemy get heavy guns at that point it would be very serious, for they would rake a gunboat such as ours for 5 miles up and down, whereas they could not return the fire dead ahead or astern.

Our labors are very arduous, and the increasing activity of the enemy requires a corresponding activity upon our part.

I lately arrested a planter by the name of Brand, living opposite Donaldsonville, and sent him to General Butler as prisoner of war. He had declared himself an enemy to the flag (to myself and officers) and used defiant language to our Government. He was also reported by his own servants as engaged in getting two heavy guns ready to mount to operate against gunboats. I regret that these guns were not looked for and discovered by the army force while occupying Donaldsonville, and I profoundly regret the futile efforts they made to destroy flatboats and hulks in the Bayou La Fourche and some other similar work I suggested should be performed.

I earnestly trust that General Butler will give us a regiment or so of good troops and allow us to clean out Donaldsonville, which I regard as the piratical resort of all the bad men of the county.

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

F. A. ROE,

Lieutenant, Commanding.

Rear-Admiral D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron, Pensacola, Fla.

Report of Colonel McMillan, U. S. Army, regarding expedition to Donaldsonville, La., September 21-24, 1862.

CAMP CARROLLTON,

September 25, 1862.

SIR: In the execution of your order to go to Donaldsonville with my regiment, I was compelled to go to Baton Rouge to find a gunboat, the *Sciota*, *Itasca*, and *Katahdin* having gone up to that place on Saturday morning early. I gave the commanding officer the order from Commodore Morris, and was accompanied to near Donaldsonville by all of them, the *Sciota* going to anchor a few miles above for the protection of the steamboat *Iberville*, loading with sugar on the west bank of the river. The *Katahdin* and *Itasca* anchored opposite Donaldsonville. It being dark when we arrived, I deemed it prudent to wait until morning before landing. Early Monday morning I landed my command, and, finding the rebel pickets in the village, I followed them closely nearly 4 miles down the bayou to where they were encamped in sugarhouses. On our approach they scattered among the cane and ran to the woods. Finding I could effect nothing, I returned to the town with a few blankets, left in the precipitancy of the flight of the rebels. I learned their provisions were on the opposite side of the bayou, where they have a small fortification and five or six guns, and use the sugar warehouses of Aro & Cox as barracks. On yesterday (Wednesday) I determined to see what was the strength of their works and forces, having had so many conflicting statements in regard

to their numbers, varying from 1,000 to 2,500. I was met by them with one 6-pounder gun within $1\frac{1}{2}$ miles of the river, but I only allowed them one shot by pushing on so rapidly as to compel a hasty retreat to save their gun. They opened on us once more, when I brought two of my guns into battery and soon drove them to their fortifications, pushing them rapidly. When within 700 yards of their fortifications they opened a well-directed fire on us with five guns—one 12-pounder, one 8-pounder, three 6-pounders, and perhaps one 5-pounder. I immediately ordered my guns into battery and returned their fire briskly, but finding my guns overmatched I determined to charge their fortifications; but while my officers were making the necessary arrangements for carrying the order out, I discovered their cavalry, under command of Major McWaters, about half a mile distant, passing rapidly along the road cut through the woods, back of the fields, parallel to one leading to the river, and down which I had marched. I immediately countermanded the order to charge and retraced my steps, when in less than $1\frac{1}{2}$ miles from the river the rebel cavalry commenced making its appearance, having emerged from the woods, but too late to ambuscade us. They pushed on and got between me and the river, but only to lose several of their number and be driven back at double the speed they came up. I then returned to the river bank, with my command completely exhausted by the long march and constant skirmishing, frequently going at double quick. I was compelled to halt three or four times on my return to enable the men to rest.

We took one prisoner in arms and the town assessor and brought a few of the citizens as refugees. I found it out of my power to effect anything. Force and transportation sufficient to follow on down the bayou to Napoleonville, Thibodeaux, Terre Bonne, etc., and as I learned that the Spanish refugees preferred remaining and fighting the rebels *à la mode* Seminole, I resolved to return to this camp.

My loss was one (Lieutenant Harding) missing and one artillerist slightly wounded. Rebel loss could not have been less than 30 or 40. Some of the citizens reported it much greater. I captured a few horses only, there being but few left by the rebels.

I have the honor to be, your obedient servant,

JAS. W. McMILLAN,

Colonel, Twenty-first Indiana Volunteers.

Major GEORGE C. STRONG, A. A. G.,

Department of the Gulf.

Naval operations in the vicinity of Sabine Pass, September 21 to October 12, 1862.

Report of Acting Master Crocker, U. S. Navy, commanding U. S. S. Kensington.

U. S. S. KENSINGTON,

Off Calcasieu Lake, La., October 2, 1862.

SIR: I have the honor to report the entire success of our expedition to Sabine Pass. The town is in our possession and the battery (consisting of four guns, two of 8,000 pounds and two smaller) entirely destroyed without the loss of a single man on our side.

The steamer *Kensington* and schooner *Rachel Seaman*, under my command, arrived off Sabine Pass on the morning of the 23d of September, where the mortar schooner *Henry Janes*, Pennington, commanding, was found at anchor. I proposed to him to join the expedition, which he did, and we attempted to pass the bar that night, but did not succeed. The next day was calm until nearly night, when, with a light breeze, the two schooners having on board a strong party from the *Kensington*, attempted to cross the bar, in which, after the greatest exertions, the *Rachel Seaman* only succeeded. The next day, with all the boats, the *Henry Janes* was kedged over, and both vessels immediately took up a position to attack. The battery opened on us with vigor, but the shells and rifled shots from our vessels overpowered their fire and they ceased. That night I led a boat expedition up the pass to attack them in the rear, but before we got disentangled from the reefs and got into position the battery was evacuated. The next morning the schooners moved up to the battery and entirely destroyed it, while I received the surrender of the town.

I can not commend too highly the conduct of the officers and men under my command. They were all eager rivals for every post of danger or difficulty and fully maintained the enviable reputation our Navy has already established. I desire to make especial mention of Acting Master L. W. Pennington, commanding the mortar schooner *Henry Janes*, for to his perseverance and energy in getting his vessel over the bar, and his skill, courage, and coolness in fighting her, the expedition is mainly indebted for its complete and bloodless success, and I respectfully request that you confer on him the high honor of your commendation.

The next day, leaving the two schooners at anchor, I started with the *Kensington* for the Mermentau River, which is about 50 miles east of Sabine, where it was reported there was an unfinished battery and several steamers. That evening I led a strong boat expedition up that river. We found the battery deserted and destroyed, and that the steamers, two of them, had run the blockade loaded with sugar only the week before; one still remained, but was up the river and could not be reached in boats. The next day we anchored near the mouth of Calacasiou Lake and took a sloop. We also obtained information of a steamer and two schooners that lay up the lake, and afterwards saw the steamer moving. We immediately commenced to fit the launch with masts and sails, with which to go after her. The next day I returned to Sabine, where I found that Captains Hooper and Pennington had executed my orders by going up to Taylor's Bayou and destroying a large railroad bridge, thus cutting off all communication with Sabine Pass and rendering our position secure against a land attack. The next day I chased and captured the British schooner *Velocity*, from Sisal, Mexico, loaded with salt, cotton bagging, and large quantities of rope. I sent her in to anchor at Sabine. The next day (yesterday), having completed my launch, I started for Calacasiou Lake and off this place captured the British schooner *Adventure*, also from Sisal, and loaded with the same cargo. I have taken the liberty of sending her to you with this communication, believing her not to be of sufficient value to send North, and in the hope that you will retain her at Pensacola for the short time necessary to make it safe to send her to Key West, before which I hope to be at Pensacola to report in person. I shall to-day start up the lake for the

steamer and hope to take her, in which event I propose to arm her and go up the Mermentau River until I take the steamer there. Upon these two, if I get them safely to Sabine, I propose to place our Parrott guns and howitzers and make a dash up the Sabine River, where there are several steamers and schooners and no batteries; if I am successful there, I shall return and go up the Neches River, where there are still more steamers and vessels, and where, at the town, Beaumont, there is a large railroad bridge on the main line of Texas, which, destroyed, will stop all communication between eastern and western Texas. All this is defended by only two 24-pounders in battery, and those I hope to overpower with the Parrotts, in which event I shall take or destroy all above, and thus completely use up one of the most vicious and active of secession ports.

So soon as I take the steamers at this place and at Mermentau River, I propose to man them with such a part of the *Kensington's* crew as can be safely spared, and then send the *Kensington* to fulfill your orders relative to the *Albatross* and other vessels to the westward under the command of my executive officer, who is a sober man, thorough seaman, and perfectly competent.

I have the honor to send herewith a Galveston paper containing a notice of the capture of Captain Kittredge, which I hope is not true.

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

FREDERICK CROCKER,
Acting Master, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Report of Acting Master Hooper, U. S. Navy, commanding U. S. schooner *Rachel Seaman*.

U. S. SHOONER RACHEL SEAMAN,
Sabine Pass, Tex., October 5, 1862.

SIR: In the temporary absence of Captain Crocker, of steamer *Kensington*, commanding the expedition, I have the honor of submitting to you the following report of the occupation of this place by the forces detailed by you for that purpose, viz:

The *Rachel Seaman* left Pensacola in tow of the *Kensington*, Friday, the 19th ultimo, and arrived off the bar of this place, Monday, the 22d ultimo, anchoring within 5 miles of the fort, wind light from the north, the channel tending N. W.

Tuesday, the 23d ultimo, Captain Crocker, with Assistant Surgeon Cobb, Assistant Paymaster Tarbell, Acting Masters Taylor and Hammond, with Master's Mate Finney, came on board while the *Kensington's* launch and first cutter, each with a howitzer and otherwise armed and equipped, were alongside. All this day we were engaged in towing and kedging over the bar. At 6 p. m. came to anchor 2½ miles from the fort, and sent assistance to the mortar schooner *Henry Jones*, which had previously arrived. During the night a boat in charge of Mr. Somers, master's mate, rowed guard, going in above the fort.

Wednesday, 24th ultimo, at 9 a. m. we opened fire upon the fort from our 20-pound rifle and two broadsides 32s of 57 hundred-weight. We fired eleven times from our position of 2½ miles distance. The *Henry Jones* fired three shells from her mortar, at a distance of

3 miles. Our shell all fell within or beyond the fort; the enemy promptly replied, most of their shot falling short of us. Finding this to be too long a range for good execution, ceased firing, and both vessels proceeded to kedge nearer the fort. At 5 p. m. we had succeeded in obtaining a position $1\frac{1}{2}$ miles from the fort, both vessels in a line. While getting this position the fort had continued a brisk fire upon us, the shot all falling near us. Notwithstanding that we were for some time unable to return the fire, our officers and men all remained perfectly cool. At 5:30 p. m. both vessels opened fire, making splendid shots. At 6:15 ceased firing for the night. It was then determined to attempt the capture of the fort with our boats, and at 11:30 p. m. the launch, in charge of Acting Master Hammond, with Captain Crocker in command, the first cutter in charge of Edwin Janvrin, master's mate of this vessel, each boat with a howitzer, and a boat with five men, in charge of Mr. Somers, as a spiking party, started inshore. The boats succeeded in getting above the fort, but got aground among the oyster reefs, in which the bay abounds, and were unable to get into the channel which would lead to the rear of the fort. After rowing until near daylight the attempt was given up. Thursday, 25th, at daylight, we opened fire with our Parrott rifle; we fired three shell directly into the fort; this bringing no response, and seeing no one about the fort and no flag flying, we ceased firing, and Captain Crocker went in under a flag of truce and found the fort evacuated, and the guns spiked. The guns consisted of two 32s of 7,000 pounds each, and two 32s of 42 hundredweight. Captain Crocker then started for the town, but was met by a deputation of three citizens, who said the mayor had died two days previous, and that nearly all the citizens had left on account of yellow fever, which had been raging badly, but was then abating; after giving and receiving the necessary assurances of good conduct, etc., Captain Crocker returned on board, deeming it not prudent to allow any one to land. In the meantime the schooners had got underway and stood in, the *Rachel Seaman* anchoring abreast of the fort, and the *Henry Janes* 500 yards below. In the course of the day I sent in a boat and burned the barrack buildings and gun carriages;

Friday, 26th, Captain Crocker with his officers and men returned to the *Kensington* and got underway for Mermentau River, 50 miles to the eastward, where some steamers were reported to be hid.

Saturday, 27th, at 10 p. m., two boats from the *Henry Janes*, with one boat from this vessel, pulled up river about 15 miles, burned a railroad bridge, and intercepted a mail.

Monday, 29th, the *Kensington* returned unsuccessful.

Tuesday, 30th, the *Kensington* overhauled and brought in a small schooner from Sisal, Mexico, bound to New Orleans, with leather, bagging, and salt, under English papers; she, however, was standing in for this port. Her captain and crew of 7 men were transferred to the *Kensington*.

Thursday, October 2, three of our boats, with two from the *Henry Janes*, went up river about 5 miles, and brought down the families of Messrs. Kirkpatrick and Davis, who claimed our protection. They were placed on board of the prize schooner *Velocity*. After taking the families the depot was burned. The *Kensington* again absent on an expedition.

Monday, the 6th: Early this morning discovered a schooner stand-

ing in; sent a boat in charge of Mr. Janvrin to board her. She proved to be the schooner *Dart*, from Sisal, bound to New Orleans, with a cargo of salt, rope, and leather; she was brought in and anchored near us. The captain, who is a resident of this place, with the crew, were brought on board of this vessel. The *Dart* was under English papers, and will be retained until the return of Captain Crocker.

Submitted by, very respectfully, your obedient servant,
 QUINCY A. HOOPER,
Acting Master, U. S. Navy, Comdg. U. S. Schooner Rachel Seaman.
 Rear-Admiral DAVID G. FARRAGUT,
Commanding West Gulf Squadron.

Report of Acting Master Pennington, U. S. Navy, commanding U. S. schooner *Henry Janes*.

U. S. SCHOONER HENRY JANES,
Sabine Pass, September 29, 1862.

SIR: On the 18th ultimo [instant], in obedience to your orders, I got underway and proceeded direct to Sabine Bar, anchoring off the bar Sunday morning, 21st. When within about 6 miles from the bar, I discovered a steamer which had every appearance of being an enemy. I at once called the crew to quarters and made every preparation for action. Upon nearing her I discovered that she was a double-engine high-pressure steamer. The wind being light and from the north, it was impossible for me to get within gunshot of her, and having been informed by you that several vessels had run the blockade at this place, and that a number of vessels were daily expected, I at once prepared a secession flag with the intention of decoying her out over the bar. As soon as she discovered the flag she got up steam and hoisted the rebel flag and made for us. She came steadily on her course until within about 2½ miles, when I had to change my course to prevent my running ashore on the bar, which brought my vessel to such a position as to show my quarter boats, when she turned immediately and steamed under the battery. The wind now fell so that my vessel was unmanageable and I was forced to anchor to prevent drifting ashore. I could plainly distinguish a large number of men upon the decks of the steamer, and, not knowing but that she might be armed, I made every preparation to repel an attack in case she should attempt to board us during the night.

September 22, at 8 a. m., the rebels hoisted their flag over the battery, the steamer at this time being tied up to the bank in front of the battery. At 9 a. m. I saw two vessels in the offing making for us. They proved to be the U. S. S. *Kensington*, Acting Master Crocker commanding, and the U. S. schooner *Rachel Seaman*, Acting Master Hooper commanding. The steamer *Kensington* came to anchor within a few hundred yards of my vessel. Captain Crocker came on board and informed me that he had come here with orders from Admiral Farragut to blockade this port, and if practicable to capture the battery, which is situated on the left bank 3 miles from the middle of the bar and N. W. three-quarters of a mile from the light-house.

Captain Crocker asked me if I would join him and Captain Hooper in the attack upon the battery, which I considered well upon before giving an answer, as my orders from you were to proceed direct to this bar and there to await your arrival in the steamer. My being well

acquainted with the bar, and feeling confident that we would be successful in the capture of the battery, I assented to cooperate with him. The steamer *Kensington*, being of heavy draft, she was unable to cross the bar. So the plan agreed upon was to take the launches armed with howitzers, with as many officers and seamen as could safely be spared, and cross the bar with the two schooners and make the attack. There being but 8 feet of water on the bar, and my vessel drawing 8 feet 7 inches, we were forced to wait for a strong breeze to drive her through the mud.

September 23, at 4 p. m., the wind shifted to the S. E. and breezed up. Captain Crocker, with part of his officers and crew, went on board the *Rachel Seaman* and got underway, followed closely by my vessel until one-third of the way of the bar, when my vessel, drawing 17 inches more water than the *Seaman*, brought up, while the *Seaman* passed over and anchored just inside the bar, out of range of the battery. Captain Crocker immediately sent me five boats well manned to assist me in running anchors and heaving over the bar. After working seven hours the tide fell so that she did not move, so we ceased for the night, and Captain Crocker's men returned to the *Rachel Seaman*.

September 24, when daylight appeared, I could distinguish a large number of men standing upon the battery. My vessel being now about 3 miles from the battery, I concluded I would give them a shell to see them skedaddle. I called the crew to quarters and opened fire with the mortar on the battery. The shell fell about 20 feet from the center of the battery and covered one man nearly up with mud, which I have been told by a man who was in the battery. I fired three shells and then ceased. The *Rachel Seaman* opened fire soon after with her 20-pounder Parrott, but could not reach the battery. The battery returned the compliment, but could not reach the steamer. At 11 a. m. the tide commenced rising and Captain Crocker sent me a strong force to assist me in getting over, which we accomplished after five hours' hard labor. The wind now being fair, I made sail and took position 2,700 yards from the battery, and cleared away for action. At 5 p. m., the enemy discovering that I was training the mortar around on the battery, they opened fire on my vessel from four guns, thinking, as I have since been informed, that they could sink me before I could fire the mortar; but they were sadly disappointed, as the fourth shot was made by the mortar, the shell bursting directly over the battery and driving the rebels from their guns. I opened fire also with my 32-pounders, but soon discovered that they could not reach, so I worked the mortar alone. Soon as the shell would alight and explode they would jump to their guns and give me four in return, but fortunately two of their guns would not reach, while the other two fell close around me, sometimes going over 100 yards. I fired the mortar as rapidly as possible, bursting the shell over the battery. The *Rachel Seaman* commenced getting underway as soon as I opened fire on the battery, and came up within 50 yards of my vessel and moored broadside on, and at 6 p. m. commenced firing with her 20-pounder Parrott and 32-pounders, firing two shots from the former and three from the latter, all apparently falling short of the battery, the enemy directing their fire entirely at my vessel. By this time I had obtained the exact range, the shell falling and exploding around the battery with great effect. At 6:40 p. m. we silenced the enemy's guns. I continued the fire from the mortar till 7 p. m., and, finding

that the enemy did not reply, I ceased firing. On the morning of September 25 I early discovered that the battery was evacuated. I immediately reported the fact to Captain Crocker, who at once proceeded to the fort and raised the stars and stripes. I forgot to mention that on the night of the 24th Captain Crocker fitted out three boats armed with howitzers with the intention of capturing a steamboat lying above the fort, but, being delayed in trying to [make] their way through the reefs, they had to return without accomplishing their object. My next step was to visit the battery, whose armament I found to consist of two 42-pounders and two 24-pounders. The guns were all spiked with the exception of one 24-pounder. Their shot and shell they had thrown into the river, many lying at the water's edge. One thousand pounds of powder, in cartridges, were found in the barracks, which I took possession of. On the following day I visited the town of Sabine and found about 40 of the inhabitants remaining, the rest having fled to the country by the way of the cars and two steamboats. On the morning after the bombardment I was informed that yellow fever was in the town, and that it had been very severe, resulting in the death of nearly one-half of the population. My being well acquainted with the remaining citizens, they conversed freely with me. The fort was garrisoned by 70 men under the command of Captain Keith, a resident of Sabine. There had been, previous to the bombardment, 300 infantry and 100 cavalry at this point, but on account of the severity of the yellow fever they had been removed to Beaumont, 35 miles from this place. I also ascertained that the fort had been reinforced on the night of the evacuation by 120 troops under [the] command of Colonel Spaight, but, being informed by Captain [K. D.] Keith that it was impossible to withstand the bombardment, they returned on the cars the following morning. On the morning of the 26th I picked up a boat with three men in it, from whom I learned that the enemy expected a reinforcement of 3,000 infantry and cavalry, and, knowing that their transportation would be cut off by the destruction of a railroad bridge 12 miles from this point, crossing Taylor's Bayou, which empties into Lake Sabine, I determined, if possible, to destroy the bridge. On the 27th I proposed to Captain Hooper that I would take command of an expedition that night, if he would give me the aid of one of his boats, to which he consented. I at once provided the boats with everything required for the occasion. At 9 p. m. I left the vessel with the following boats: First cutter, with a crew of 17 men; second cutter, 8 men in charge of Master's Mate Z. Predmore; and the second cutter of the *Rachel Seaman*, with a crew of 8 men in charge of Master's Mate John Somers. With muffled oars I quietly passed the town. At 11 p. m. we passed a battery of two guns, located at a bridge crossing Mud Bayou. There not being water enough to enter this bayou, we continued on our course across the lake, arriving at Taylor's Bayou at 1 a. m. We carefully entered the bayou and landed at the bridge. I immediately directed Mr. Predmore, with 15 men, to surround the house near by, and Mr. Somers to board two small vessels lying a short distance up the bayou, while I applied the torch to the bridge. Mr. Predmore succeeded in capturing three prisoners and the rebel mail for this town, containing Galveston and Houston papers of the 24th instant, also a number of letters, all of which I forward to you. The vessels proved to be worthless. After seeing the bridge destroyed we

returned to our vessel, arriving there at 6 a. m. The conduct of the officers and men while on this expedition is worthy of all praise.

Very respectfully, your obedient servant,

LEWIS W. PENNINGTON,
Acting Master, Commanding.

Commander WM. B. RENSHAW,
Commanding Mortar Flotilla.

Report of Rear-Admiral Farragut, U. S. Navy, commending the conduct of Acting Master Crocker, U. S. Navy, commanding the U. S. S. Kensington.

No. 236.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 28, 1862.

SIR: Since writing my last dispatch (No. 235) an officer has brought me the report of Acting Master Fred. Crocker, herewith enclosed, for which, if for nothing else, I would recommend him for promotion. His letter in relation to the order of General Butler (copy herewith enclosed) is so frank and manly, but Captain Crocker's entire conduct meets my highest approbation; his energy and management in the whole affair at Sabine Pass and at Calcasieu River is worthy of commendation. He has captured the colonel of all the forces in that district. I herewith enclose a copy of the extraordinary document to which Captain Crocker refers. It is from General Butler, or professes to be, and if the signature is false it is a most excellent counterfeit. I desire to know the wishes of the Department in this case. The *West Florida* is now here in quarantine, and I shall retain [her] until fully instructed by the Department. If the Government require of the Army any such policy as indicated in the enclosed document, we shall be at issue all the time, for under my present instructions I shall capture all vessels with passes, except those employed in transporting provisions, etc., for the army and navy. All of which is respectfully submitted by

Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Additional report of Acting Master Crocker, U. S. Navy, commanding U. S. S. Kensington, regarding a successful expedition to Lake Calcasieu, Louisiana.

U. S. S. KENSINGTON,
Sabine Pass, October 12, 1862.

SIR: At the date of my last report I was just leaving with the launch and howitzer, 12 men and 2 officers, on an expedition up the Calcasieu river and lake.

I have the honor now to report that expedition successful. I was absent four days. I proceeded 80 miles up, where I found the steamer *Dan*, of which I went in search, and captured it.

Returning with the launch in tow, I stopped at the town of Charleston, on Lake Charles, and burned a large schooner lying there. I then levied on the town a contribution of sweet potatoes and beef, which

was furnished. By this time I had been three days, nearly, up the river, and was informed by Union men, plenty of whom I found, that a large party had collected to attack us below; whereupon I seized upon ten or twelve of the inhabitants of the place and posting them around the man at the wheel, who was exposed, made the best of my way down the river. I found one other large schooner, which I also burned, and thus destroyed all the navigation in that place, besides teaching the people a lesson they will not soon forget. As soon as I reached a place of safety I released the prisoners. I should have mentioned before, that on my way up I captured Colonel Nathaniel Clifton, the commander of all the rebel forces in that vicinity, and now hold him a prisoner. I have proposed to the rebel authorities here to exchange him for Lieutenant Kittredge, of our Navy, but as yet have received no reply. On reaching the mouth of Calcasieu River we found it too rough to cross the bar with steamer, and having heard that the *Rachel Seaman* was in danger, I left the prize steamer there with the crew and howitzer and hastened to this port, where I took in 25 men and a howitzer from the *Kensington*, and came at once to man the prize schooner *Velocity*. The *Rachel Seaman* was safe, and had taken prize the schooner *Dart*, by which I have the honor to send this. The schooner *Dart* ran in, supposing the place still held by the rebels. Captain Hooper reports that while the mortar vessel *Henry Janes* was here, he tried to move the *Rachel Seaman* farther up, but grounded; that while he lay aground the steamer *Clifton* came in to tow out the mortar vessel; that the *Clifton* took a hawser from the *Rachel Seaman* and in the attempt to pull her afloat the hawser parted, when the *Clifton* immediately proceeded to sea with the *Henry Janes*, thus leaving the *Rachel Seaman* alone and aground. I found here two families of Union people, who claimed the protection of the United States, and were put on board the *Velocity* by Captain Hooper in my absence. I have sent them forward by the *Dart* for your disposal. I beg leave to mention that the yellow fever has entirely ceased here, but quarantine precautions may be necessary.

Messrs. Kirkpatrick and Davis, whose families I thus send forward in the *Dart*, are the gentlemen to whom I am indebted for a great deal of exceedingly valuable information and for faithful services as pilots. I recommend them warmly to your protection. I beg that the *Dart*, like the *Adventure*, may be allowed to remain at Pensacola for the present or until my arrival. The importance of Sabine Pass to the rebels appears to have been entirely underrated by us; the quantity of goods of all kinds and munitions of war that have been run in here has been enormous, and large quantities of cotton have been exported. There are now lying above at least eight steamers and six schooners, large quantities of cotton, and quite a force of troops; these last have been considering strongly the propriety of manning their steamers and making an attack on us. Under these circumstances, and at the earnest request of Captain Hooper, I have concluded to put my 30-pound Parrott on the *Dan*, the howitzer on the *Velocity*, and with a strong party from the *Kensington*, remain here myself and defend the place, while I send the *Kensington* down the coast under the command of my executive officer, who is careful and competent, to obey your orders in reference to the *Albatross* and other vessels there; and trusting to your approval of my course, or at least of my motives, to await your further orders here.

Leaving my party on the *Velocity* in charge of Acting Master Taylor, on the 9th I returned to Calcasieu for the prize *Dan*, and found they had taken the sloop *Eliza*, from Vermilion Bay, loaded with 15 hogsheads sugar; the sugar was unloaded and the sloop destroyed.

On the 10th and 11th it blew a hard norther, but we succeeded in moving the *Dan* to this place in safety, where she now lies.

On arriving here, I found that Acting Master Taylor, in the *Velocity*, had taken the schooner *West Florida*. She appears to have sailed from New Orleans under a provisional British register; to have cleared from Matamoras, Mexico, to have been taken and then released with a permit from yourself to proceed to Matamoras. She was seen by my officer in command of the *Dan* to pass Calcasieu Bar, the afternoon she was taken, very close inshore, standing to the westward, and to send a man to the masthead; a few hours later she was discovered by Mr. Taylor from the *Velocity* coming from the eastward in about 2 fathoms water; she came on as far as the buoy on the bar at this place, when she steered square in for the pass, and was taken inside the bar buoy, in 7½ feet water. The crew admit they were bound here from the first; therefore, I send her forward as a good prize, but subject to your approval. Having sent away one prize crew in the *Adventure*, I am now so short of men and officers to man the *Velocity* and steamer *Dan* that I am not able to fully man the prize I now send. I therefore retain nearly all the original crews here, lest they retake their vessels, and shall send them forward by the *Kensington* on her return from the Rio Grande, for which place she leaves to-day.

I am, respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Master, Commanding.

Rear-Admiral D. G. FARRAGUT,
Pensacola.

Report of Acting Master Crocker, U. S. Navy, transmitting permit of Major-General Butler, U. S. Army, granting passage to schooner *West Florida* carrying cotton from Texas.

U. S. S. KENSINGTON,
Sabine Pass, October 12, 1862.

SIR: After I had closed my report to you, and at the last moment, the supercargo of the *West Florida* handed me the enclosed most extraordinary document, unless it is a forgery.

I know nothing, and believe nothing in any such underhand policy as is mentioned in that letter, and believe my duty plain and clear. The supercargo says he did not show you the letter, and did not know Sabine was taken. I therefore send you the letter, documents, and vessel for judgment and disposal. I beg leave to add that the vessel had on board a bona fide passenger for Matamoras, an Englishman, and who will be landed at that place by the *Kensington*. He was much surprised to find himself at Sabine Pass.

I am, respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Master, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron.

[Enclosures.]

Confidential.]

HDQRS. DEPARTMENT OF THE GULF,
New Orleans, September 24, 1862.

To the Officers of the Blockading Squadron:

The *West Florida*, schooner, has been loaded with the present cargo and cleared for Matamoros for the purpose of bringing out cotton from Texas. She proposes to make the Sabine Pass, exchange her cargo for cotton, and then make a port in Cuba or New Orleans, as may be best.

The owner, a loyal citizen, has property here to insure his good faith. You will therefore aid what I understand to be the policy of my Government in getting cotton to foreign ports by passing this vessel. This course of trade should be secret, of course, to be successful. You will not, therefore, allow any information of this pass of this vessel to be made public, but report the matter, with a copy of this letter, to Admiral Farragut or your superior officer.

Respectfully,

BENJ. F. BUTLER,
Major-General, Commanding.

[Endorsement.]

I certify the foregoing to be a true copy of the original letter.

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

List of vessels captured by the expedition since the taking of Sabine Pass.

British schooner *Velocity*, now armed, at Sabine Pass, September 30.
British schooner *Adventure*, sent to Pensacola, October 1.
British schooner *Dart*, sent to Pensacola, October 6.
British schooner *West Florida*, sent to Pensacola, October 12.
Confederate steamer *Dan*, armed, at Sabine Pass.
Confederate schooner *Conchita*, burned at Calcasieu.
Confederate schooner *Mary Ann*, burned at Calcasieu.
Confederate sloop *Eliza*, burned at Calcasieu.

FREDERICK CROCKER,
Acting Master, Commanding.

Report of Acting Master Crocker, U. S. Navy, regarding the destruction of railroad bridge at Taylor's Bayou.

U. S. S. KENSINGTON,
Pensacola Bay, October 24, 1862.

SIR: In continuation of my reports from Sabine Pass, sent by the prize schooners *Adventure* and *West Florida*, I have the honor now to state that on the 13th instant I sent the *Kensington* on her way to the Rio Grande under command of Acting Master Taylor, there to water the *Albatross*, in obedience to your orders, and also to water the other vessels blockading on the Texan coast.

The next day I commenced to prepare an expedition to destroy the large railroad bridge at Taylor's Bayou, the expedition I had before

sent under command of Acting Master Pennington, of the mortar schooner *Henry Janes*, having failed, at which the newspapers above exulted, while the enemy's troops immediately occupied it, and between two and three hundred men were placed there to guard it. I put the *Rachel Seaman's* 20-pounder Parrott gun and my heavy 12-pounder boat howitzer on the prize steamer *Dan*, and on the morning of the 15th, with the schooner *Velocity* in tow, carrying the *Kensington* 30-pounder Parrott, I started to attack the enemy.

In crossing the bar to enter the lake the schooner grounded and I left her, pushing on with the steamer and a crew of 25 men only. The enemy were posted behind a high and strong embankment and a force of cavalry and field artillery were drawn up in the prairie a little back. As soon as we came within range with the Parrott, we opened on them with shell to draw their fire, if they had any heavy artillery, but they did not reply, and we continued the fire, nearing them rapidly until our boat howitzer with 2-second shrapnel had them nicely in range, when the steamer grounded.

A very few rounds gave the exact elevation, when the enemy broke and fled in confusion toward the cavalry and a train of cars which had in the meantime arrived from Beaumont with reinforcements. I immediately sent two boats' crews to destroy the bridge, while we shelled the prairie and the cars. We hit the train, and compelled it and the troops to fall back after some time spent in repairing the cars.

The two boats' crews under command of Master's Mate Janvrin, of the *Rachel Seaman*, and Second Assistant Engineer [T. W.] O'Connor, of the *Kensington*, did their work in the most complete manner. They entirely destroyed the bridge, thus preventing the transportation of heavy artillery to Sabine Pass, and also burned all the enemy's barracks and also the schooners *Stonewall* and *Lone Star*. While they were at work the enemy's cavalry made a charge on them, but the well-directed fire from the steamer repulsed them and the work was done at our leisure. Returning to the schooner, we towed her afloat, and arrived back at the [Sabine] Pass the next morning. All that day, the 16th, we spent in preparing to attack a cavalry encampment situated about 5 miles back from the town of Sabine, the pickets from which had been a continual annoyance to us. On the morning of the 17th, with a party of 50 men and a light boat howitzer, we commenced our march for the encampment, driving in the pickets as we advanced. They retreated before us, gradually increasing in number until we reached nearly to their encampment, where they made a stand, upon which we started toward them on the double-quick until we came within the range with our howitzer, when we unlimbered and gave it to them. The enemy immediately broke and fled into the chaparral. We immediately burned all their encampment, consisting of fourteen houses and stables, and then marched leisurely back to our steamer.

I can not speak in too high praise of the steadiness and coolness of my officers and men; they appeared as if on parade.

I desire to [make] especial mention of Acting Master's Mate Janvrin, of the *Rachel Seaman*, and Second Assistant Engineer O'Connor, of this ship, both of whom I recommend strongly for promotion for their gallantry and also for their professional qualifications and character.

On the 18th the *Kensington* returned, having obeyed your orders down the coast, and on the 19th, with a number of refugees, who had

fled to us for protection, I started for the South West Pass, where I landed them on the 21st, in care of Captain Weeks, of the *Pampero*.

I left the *Rachel Seaman* at Sabine Pass, and also the schooner *Velocity*, with the *Kensington's* Parrott gun, and the prize steamer *Dan*, with the heavy howitzer, and about 30 of the *Kensington's* men, all under command of Acting Master [N. W.] Hammond, of the *Kensington*, who has accompanied me on all my expeditions and distinguished himself by his coolness and bravery on all occasions.

Captain Hooper has rendered me the most important and efficient aid on all occasions, while all the officers and men remaining on board the *Kensington* have performed their greatly increased duties with the utmost cheerfulness, regretting only that they also could not have been spared to help us on shore.

On the 22d I supplied water to the vessels at Ship Island. On the 23d reported to Commodore Bell at Mobile, and arrived at this port last night.

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

FREDERICK CROCKER,
Acting Master, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Report of Pilot Taylor.

U. S. SHIP MORNING LIGHT,
Off Sabine Pass, January 15, 1863.

SIR: I beg to call your attention to a few simple facts which I have every reason to believe have been wholly overlooked in the report of the expedition about Sabine Pass. About five days after the Pass was occupied by the Federal vessels I was arrested by the rebel authorities, from whom I made my escape, and after scouting about two weeks in the prairie I managed to get on board one of the vessels in the Pass. As soon as I came on board I induced Captain Crocker to get up an expedition in the lake and country, of which I was to act as pilot. We first destroyed the railroad bridge, cutting off communication between Beaumont and the Pass, then burned the rebel barracks about 5 miles from the Pass. I then proposed to him to proceed up the river and capture about 2,000 bales cotton, then afloat on some 8 steamers and 5 schooners, which could have then been done with ease and safety by the same force employed to burn the bridge. Had this been done the whole communication would have been cut off between New Iberia and Galveston, none of the steamers could have been fitted to threaten the forces now here, and Sabine Pass could have been defended by one howitzer. At that time the river was not defended in any way, scarcely a man in arms in Orange County, and everything quiet. Captain Crocker then thought proper to leave and report progress, and under the command he left nothing could be accomplished. The rebels in the meantime were left quietly to fortify the river, fit out and arm the steamers, and collect cavalry that the first expedition had scattered to their homes. I was sent to Pensacola in charge of two prize schooners that unknowingly ran in here, from whence I was ordered to Key West. On my return to this place via New Orleans in the

Kensington I could not get an opportunity or permission to report to you personally. I find in my absence that the vessels have left the river from fear of the armed steamers we could have formerly taken so easily, and left my family and those of other Union men entirely at the mercy of the rebel horde, now holding military jurisdiction. Had I possessed an opportunity of a verbal report, from my accurate knowledge of the country I could have furnished you with items necessary for future progress. As I have everything at stake and a reward of \$10,000 offered for my arrest, I would respectfully enquire if anything can be done at this point to enable me to rescue my family and others of Union men here, in which I am prepared to take a very active part. I would state that the present ferry flats now used since the bridge was burned I was prevented from destroying by an order from Captain Hooper, of the *Rachel Seaman*, and at that time were employed in transporting rebel commissary stores.

I am, sir, very respectfully, your obedient servant,
 JAMES G. TAYLOR.

Rear-Admiral D. G. FARRAGUT, Esq.,
 Commanding Western Gulf Blockading Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, regarding prizes captured at Sabine Pass.

No. 235.]

FLAGSHIP HARTFORD,
 Pensacola Bay, October 28, 1862.

SIR: I have to inform you of the arrival of two prizes captured by the *Kensington* at Sabine Pass. One, the schooner *West Florida*, which vessel I informed the Department of the capture of by the gun-boat *Jackson* (dispatch No. 212). She was an old offender on the coast, but was finally sold, like all other property of the kind, in New Orleans, to an English subject and made bona fide English property. She loaded and cleared for Matamoras, but with a cargo exactly suited for Texas, the principal article being salt. I had her searched and her cargo opened. Her papers were all signed by the deputy collector at New Orleans, and approved by General Butler; copies of most of them were sent to the Department; so I allowed her to proceed to Matamoras, but our vessel captured her at Sabine Pass and brought her back to me. I shall, therefore, now send her North for adjudication.

I can not see the use of a ship of war at the Rio Grande since the decision of the court against the capture of the *Will-o'-the-wisp*, captured in our waters, professedly loaded with fish, but really loaded with munitions of war in fish barrels, and yet she was not considered subject to capture.

If, however, the Department will give me two or three little steamers upon which I can mount one or two howitzers, the vessels not to draw over 4 feet of water, I will take Brownsville and keep the river policed up in such a manner that the Matamoras trade will soon dwindle down to a comparative nothingness.

Very respectfully, your obedient servant,
 D. G. FARRAGUT,
 Rear-Admiral.

HON. GIDEON WELLES,
 Secretary of the Navy.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Butler, U. S. Army, transmitting copy of letter issued regarding the schooner *West Florida*.

FLAGSHIP HARTFORD,
Pensacola Bay, October 28, 1862.

DEAR GENERAL: I enclose herewith a copy of a letter * issued to one of the blockading officers as a pass for the schooner *West Florida*, captured in the act of running the blockade at Sabine Pass.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Major-General B. F. BUTLER,
Commanding Department of Gulf.

Order of the Secretary of War to Major-General Butler, U. S. Army, restricting the issuance of passes without instructions from the Department.

WAR DEPARTMENT,
Washington City, November 11, 1862.

The Secretary of the Navy has brought to the notice of the President the pass issued by you to the United States vessel *West Florida* to proceed from New Orleans to Matamoras, etc. The pass was not respected by the blockading squadron in that quarter and the vessel was seized as a prize. As it is presumed, however, that the document was given in good faith, the restitution of the vessel will, in this instance, be ordered; but it is expected that you will not in future issue similar passes without further instructions from this Department.

I am, general, your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Major-General BENJAMIN F. BUTLER,
New Orleans, La.

Report of Rear-Admiral Farragut, U. S. Navy, announcing the parole of Colonel Clifton, U. S. Army, captured at Sabine Pass.

No. 242.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 30, 1862.

SIR: I have to inform the Department that I paroled yesterday Colonel Nathl. Clifton, commanding Calcasieu regiment of Louisiana volunteers. Colonel Clifton was captured by Acting Master Crocker in his expedition to Sabine Pass.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

* See p. 227.

Report of Lieutenant-Colonel Spaight, U. S. Army, regarding the evacuation of Sabine Pass by the Confederate forces.

HEADQUARTERS SPAIGHT'S BATTALION,
Beaumont, Tex., September 26, 1862.

SIR: On the 23d instant (Major J. S. Irvine, commanding at Sabine Pass during my absence under orders at Houston) two armed sail vessels and one steam propeller came to anchor just outside the bar.

Early the next morning the two sail vessels, having crossed the bar, took position and opened fire on our works, to which we promptly replied; but the shots from both sides fell far short. They then approached nearer, when a brisk fire from both sides was resumed and continued until dark. To the chagrin of officers and men our shot still fell short, while the enemy was enabled, with his longer range guns, to throw shot and shell around and into our works. I take pleasure in stating that our men, fighting at this immense odds, and seeing that they could inflict no injury whatever on the enemy, and while his shell were bursting over their heads and within the works, stood to their guns and served them with great coolness. They could not be restrained from mounting the works and shouting and waving their hats in defiance.

In pursuance to orders, Captain G. W. O'Bryan, of Company E, with Lieutenant W. A. Junker and a detachment of 26 of his company, arrived at the fort at nightfall.

When night came on Major Irvine determined that it would be a fruitless exposure of the men and public property to attempt to hold the works another day, and commenced at once to remove the ordnance stores and other property, and spiked the guns, consisting of two 32-pounders and two 18-pounders. The evacuation was completed by daylight the next morning and all the Government property saved. I regret, however, to state that two of the men recently attacked by yellow fever were not in a condition to be removed, and were left in the hospital in the care of competent nurses.

It should be mentioned here that on the breaking out of the yellow fever among the troops at Sabine City they were withdrawn, with the exception of a detachment of artillery (Company B) to garrison the works. It is now manifest that the result must have been the same, no matter what the number of the force there.

To Major Irvine, in command of the post, and to Captain K. D. Keith, in the immediate command of the battery, great praise is due for the gallantry of the resistance offered with such wholly inadequate means, and not less for the orderly manner in which the evacuation was conducted, whereby none of the public property was permitted to fall into the hands of the enemy.

As I learn to-day, the two sail vessels have anchored opposite the town and sent some men ashore. I have no information as to the force of the enemy and have no clue as yet to his future movements.

I have been reinforced to-day by Elmore's regiment, Wilson's battery, and one company of Griffin's battalion, Captain Cook's.

I will observe the movements of the enemy and promptly report the result, and shall lose no opportunity of inflicting injury upon him.

Your obedient servant,

A. W. SPAIGHT,

Lieutenant-Colonel, Commanding.

Lieutenant R. M. FRANKLIN,

Acting Assistant Adjutant-General.

Report of Colonel Debray, U. S. Army.

HEADQUARTERS SUBMILITARY DISTRICT OF HOUSTON.

Houston, Tex., September 28, 1862.

SIR: I have the honor to report that I have returned to-day from Beaumont with Elmore's regiment and a detachment of Griffin's battalion. Wilson's battery had no transportation, but shall return to-morrow. From a reconnoissance made personally down to near the terminus of the Sabine Pass Railroad (2½ miles from the town), and from information received through scouts who penetrated into the town, I have satisfied myself that two schooners—one 140 tons burden armed with two 32-pounders and one mortar gun, and the other 120 tons burden, carrying two 32-pounders and one 20-pounder Parrott gun—are lying at anchor within the bay and shut completely the Pass. No permanent landing has been made and none will probably be made, owing to yellow fever, which is still raging. Each schooner has 50 men on board. I have stationed the two mounted companies of Spaight's battalion between Beaumont and Sabine Pass at a point from which they can watch the movements of the enemy in the bay and bring prompt intelligence to Beaumont and Orange. Their orders are to drive off the herds of cattle from the vicinity of the bay, to push frequent scouts to the town of Sabine in order to watch the inhabitants, and to receive information to endeavor to cut off enemy's parties who may attempt to land to procure beeves. The section of artillery of Spaight's battalion is stationed at a bend of the Neches, with two 32-pounders, at 12 miles from Beaumont. Owing to the short distance from which they can be fired at by the enemy he will not have the advantage of long range. One company of Spaight's battalion (infantry) is ordered to take station at Orange to protect the railroad and shipping and to give aid to the provost-marshal if needed. Another company is stationed near Beaumont to protect the railroad bridge. I have ordered the provost-marshal at Orange to require the owners of cotton at Orange or their agents to remove it within one week beyond the reach of the enemy, with warning that should they fail to do so it shall be removed by him at their expense, the cotton being security for the cost of removal. I ordered him also to cause all shipping at or below Orange to move as far up the river as possible and not to suffer any navigation down the river except for good reasons, and only by persons whose fidelity to our Government is beyond doubt. Should the enemy approach, all the cotton at Orange must be destroyed. * * *

Having full confidence in the judgment and activity of Lieutenant-Colonel Spaight, an excellent officer, and believing that for the present his battalion is more than sufficient to check the enemy on land, I have ordered the troops I had taken with me to Beaumont to return to their

stations and to keep in readiness to move at short notice should their presence be required at any point of the coast.

* * * * *

I received information upon my return that the blockading steamer at Galveston left her station two days ago and has not returned.

* * * * *

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

X. B. DEBRAY,

Colonel, Commanding Submilitary District of Houston.

Captain C. M. MASON,

Acting Assistant Adjutant-General.

Report of Lieutenant-Colonel Spaight, U. S. Army, referring to Federal attack upon railroad bridge at Taylor's Bayou.

HEADQUARTERS SPAIGHT'S BATTALION,
Beaumont, Tex., September 29, 1862.

SIR: On the night of the 27th instant the enemy sent up three launches to the mouth of Taylor's Bayou and attempted to burn the railroad bridge (Eastern Texas) across that stream. The fire was set just before day and was extinguished by the guard stationed there. The damage was very slight and has been repaired. They took off with them three citizens, one being the mail boy, who happened to be stopping at the house near the bridge.

I sent a cavalry company down on yesterday to the bridge, but shall be obliged to replace it with infantry, as I have just learned water for horses can not be procured in that vicinity. * * * I shall endeavor to entice the enemy to make another attempt on the bridge. Meanwhile I will scout actively in and around the Pass. I have this moment learned that they were out again last night in the [Sabine] Lake opposite Taylor's Bayou, and may have gone higher up. I shall experience no little difficulty in concealing my designs, or rather movements, on account of the unreliable character of a portion of the population in the vicinity of the [Sabine] Pass.

No depredations have been committed so far on the citizens of the town. They have indicated a line below the town beyond which their men are not permitted to go and the citizens are forbidden to go below it. They say the propeller has gone for two light-draft gunboats, which will be here in two weeks.

I must ask for an order to charter one of the river boats, with a view to remarking the stakes that mark the channel across the bars and to obstructing the channels in the event of an attempt to ascend the river.

Your obedient servant,

A. W. SPAIGHT,

Lieutenant-Colonel, Commanding.

Lieutenant R. M. FRANKLIN,

Acting Assistant Adjutant-General.

Report of Lieutenant-Colonel Spaight, U. S. Army, regarding measures of protection for railroad bridge at Taylor's Bayou.

HEADQUARTERS SPAIGHT'S BATTALION,
Beaumont, Tex., October 2, 1862.

SIR: No further attempt has been made to destroy the Eastern Texas Railroad bridge, but to-day the railroad depot, a mile above the town, was burned. In conversations with Captain Burch to-day Captain Pennington said there should be no more travel on our (Eastern Texas) railroad; he would send a light-draft schooner opposite Taylor's Bayou bridge. He also let it out that he expected soon two New York ferryboats to ascend the two rivers. They have brought in as prize a light-draft schooner, and seem to be fitting her up with guns. The bridge and lower part of the road are at their mercy whenever they choose to bring a light-draft boat to bear. They can also prevent the crossing at the ferry near the bridge, and this will cut off communication with the [Sabine] Pass, except by a long and bad route by way of the Gulf beach. In that event I shall be almost forced to withdraw my cavalry from the vicinity of the Pass on account of the difficulty of transportation for supplies. To prevent this I must have artillery. If I could get one or two guns, large or small, to place at the mouth of Taylor's Bayou, just below the bridge, I could defeat their purpose, keep open communication, and confine them to their boats with my cavalry. They can bring no heavy guns to bear on the bridge and crossing. A 24-pounder or two would answer my purpose. If they are not to be had, let me urge upon the colonel commanding to send me such as are to be had without delay. It certainly should be our aim to yield no inch of ground without a fight, especially where by timely preparation we may beat them off. Besides, we lose and they gain a great deal by the breaking up of this communication. It is 75 miles to the Pass by any other route and by a road almost impassable to wagons. This would make it difficult for us to prevent them from obtaining beeves at will.

* * * * *

The colonel commanding has already had my opinion that the enemy mean more than simply to hold Sabine Pass. That opinion is strengthened every day. I now believe that every available gun at our command should be sent to the Sabine River and to Taylor's Bayou, and that without delay. I say every gun, because I know we can spare but few at the most for any one exposed point. I think the enemy expect to take possession of and hold these rivers with a small outlay of strength, and we ought, if possible, to disappoint them. Considering the light-draft boats they are compelled to operate with, I think with even the limited means at our command we may be able to keep them out. I shall, unless ordered to desist, push forward the work of obstructing the channels, but it will take time and may be too late for our purpose. With activity the guns may be put in position in a few days. If they can be had, Major Kellersberg's assistance is very desirable.

Your obedient servant,

A. W. SPAIGHT,
Lieutenant-Colonel, Commanding.

Lieutenant R. M. FRANKLIN,
Acting Assistant Adjutant-General.

[Telegram.]

VIRGINIA POINT, TEX., *October 10, 1862.*

No change in the movements of the fleet. Three Yankee soldiers brought in last night by our cavalry pickets give themselves as deserters. I will examine them closely and send them to Houston to the provost-marshal. What shall I do with them?

X. B. DEBRAY,
Colonel, Commanding.

Captain SAMUEL BOYER DAVIS.
(Through Captain Wharton.)

Report of Colonel Cook, C. S. Army, referring to threatened destruction of railroad bridge.

VIRGINIA POINT, TEX., *October 13, 1862.*

COLONEL: All quiet. Two of enemy's vessels left the harbor this morning—one steamer, one sailing vessel. My scouts bring me word from several citizens of the city that Captain Renshaw had informed them that he would destroy the bridge this week, and that he had sent for Wilson's Zouaves to hold the city. Will you send the X-inch columbiad?

Respectfully, etc.,

Jos. J. COOK,
Colonel.

Colonel X. B. DEBRAY.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Nichols, U. S. Navy, commanding U. S. S. Iroquois, to proceed to New York.

FLAGSHIP HARTFORD,
Pensacola Bay, September 21, 1862.

SIR: You will proceed to New York with the U. S. steam sloop *Iroquois* under your command and report to Rear-Admiral H. Paulding for repairs to your vessel.

You will also report your arrival in writing to the honorable Secretary of the Navy.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Commander ED. T. NICHOLS,

Commanding U. S. Steam Sloop Iroquois, Pensacola Bay.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the entrance of the C. S. S. Florida into Mobile Bay.

NAVY DEPARTMENT, *September 21, 1862.*

SIR: I have received your No. 191*, enclosing Commander George Henry Preble's report of a steamer having run the blockade and entered the port of Mobile.

The vessel was no doubt the rebel armed steamer *Oreto*, or *Florida*, commanded by John N. Maffitt, formerly of the U. S. Navy.

Enclosed herewith is an order of the Department dismissing Com-

* See Series I, vol. 1.

mander Preble from the service. The Department regrets that he was not immediately removed from his command. Printed copies of a general order to be read on the quarter-deck of each vessel in your squadron will be transmitted to you by the first opportunity.

You will enquire into the conduct of the other officers, especially Lieutenant Commander Roe, of the *Winona*, off the port when the *Oreto* ran in.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, Pensacola, Fla.

Instructions from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the restriction of traffic.

NAVY DEPARTMENT, *September 21, 1862.*

SIR: The Department has received the communication of Commander Emmons, dated September —, 1862, forwarded by you, in reference to the transactions of the steamer *Indianola*.

Hereafter you will allow no vessel to import or export merchandise at any port of the blockaded country. New Orleans is the only port open for general traffic within the limits of the Western Gulf Blockading Squadron.

You will not regard what are called "permits" from any officer except the Secretary of the Treasury, War, or Navy, as authorizing the ingress or egress of any vessel in violation of the blockade.

There must be no favoritism or license given to any one or more of our countrymen to traffic within the blockaded region, or to import or export merchandise. That would be justly considered as evasive of the blockade and in bad faith.

No officer of the Army or Navy is authorized to grant permits, and you will seize all vessels engaged in illegal traffic.

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

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, Pensacola, Fla.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding condition of the U. S. S. Susquehanna and vessels for his command.

NAVY DEPARTMENT, *September 23, 1862.*

SIR: The report of the survey on the steam frigate *Susquehanna* was received and referred to the Chief of the Bureau of Steam Engineering, who remarks as follows:

I believe the *Susquehanna* can, with skillful management, be kept on her station until the 1st of January next. Her condition is no worse now than it has been during the last

three months. The machinery is in a very inefficient state and should be used as little as possible, but the vessel's services can be commanded with it for the time stated. A new shaft, pillow block, etc., are ready at the New York navy yard, and have been for several months.

* * * * *

The U. S. S. *Montgomery*, Commander Charles Hunter; *Mohican*, Captain J. B. Marchand; and *Pocahontas*, Lieutenant-Commander William M. Gamble, are under orders to join your squadron. They will sail soon, and are directed to report to you at Pensacola.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, Pensacola, Fla.

Report of Commander French, U. S. Navy, commanding U. S. S. Albatross, regarding the capture of the schooner Two Sisters, September 21, 1862.

U. S. S. ALBATROSS,
Off Rio Grande River, September 23, 1862.

SIR: I have to report to the Department, in compliance with printed forms of orders to prize masters, that on the 21st instant the schooner *Two Sisters* appeared off the mouth of this river with the Confederate flag flying at her peak. I immediately slipped my chain and steamed toward her, overhauling and taking possession of her.

I have sent her to Key West, Fla., in charge of Acting Master's Mate Elias Stowell, and with a crew of 1 petty officer and 4 men from this vessel, and the captain and 2 of his crew, retained as witnesses, to be delivered, with all the papers from on board, to the judge of the U. S. district court at that place.

The vessel has a register from the Confederate States of America, at Galveston, Tex., owned by Texans, and a cargo belonging to Señors A. Blum & Brother, Galveston.

She came from Sisal, bound to Galveston.

Her cargo consists of 87 bales of gunny cloth, with corresponding bale rope, and 1 case of crinolines. The vessel is 54½ tons, built at Baltimore, Md., in 1856.

Very respectfully, your obedient servant,

H. FRENCH,
Commanding U. S. S. Albatross.

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

Enclosed is a full list of the officers and men attached to this vessel at the time of the capture.

Letter from the U. S. consul-general at Havana to the Secretary of State, transmitting affidavit of the master of schooner Annie Clapp.

No. 93.]

U. S. CONSULATE-GENERAL,
Havana, September 24, 1862.

SIR: I enclose for your consideration the affidavit of John Johnson, late master of the American schooner *Annie Clapp*, of New Orleans. This vessel fell in with and took on board 26 men belonging to the

wrecked Confederate steamer *Yorktown* and landed them near the enemy's coast instead of carrying them to Ship Island or Key West, under the plea of being short of provisions.

The matter was not reported to me, either by the captain or owner, until I compelled them to appear, but it was given to the press and published, together with a letter of thanks received from the shipwrecked people. I do not find fault with the humanity of the act, but I question the loyalty of the master and owner from the manner in which that act was performed.

The owner, who is a resident of New Orleans, has been, I am told, engaged previous to our occupation of that city in running the blockade with other vessels of his own.

This case and others like it are calculated to depreciate the respect due to our flag, and I respectfully suggest that on the return of these parties to New Orleans the matter may receive due investigation.

Very respectfully, your obedient servant,

R. W. SHUFELDT,
Consul-General.

Hon. WM. H. SEWARD,
Secretary of State.

[Enclosure.]

CONSULATE-GENERAL OF THE UNITED STATES OF AMERICA,
HAVANA, CUBA.

I, John Johnson, lately the master of the schooner *Annie Clapp*, of New Orleans, of the burden of 81 tons or thereabouts, and lying now in the port of Havana, do solemnly and truly swear that I sailed with said schooner from the port of New Orleans on the 12th day of August last, bound to Havana, with a cargo of lumber and staves. My crew consisted of the mate (who is the owner of the vessel) and 4 men, making us 6 persons all told. That for the want of a pass from the military authorities, we were detained at the pickets four days. I then went up to the city and obtained the pass and rejoined my vessel. On the 16th we proceeded to Ship Island, where we were wind-bound until the 21st, when we went to sea. When about 12 miles from Ship Island I discovered that our foremast was rotten; turned back to Ship Island, where we stayed four days longer, repaired the mast, and on the 25th went to sea a second time, at about 9 a. m. At about 9 or half past 9 the next morning, I discovered two boats containing 26 men, with a white flag as a signal of distress, right ahead of my vessel. I took the two boats aboard and the 26 men; from them I ascertained that they belonged to the Confederate steamer *Yorktown*, of Mobile, laden with cotton, from Mobile to Havana, which had run the blockade, but in doing so she sprung a leak and foundered at sea, and that they had lost all but a few articles of luggage. I was then 72 miles from Ship Island, bearing N. W., the wind E. N. E. I had at the time only 1 barrel of beef, 2 barrels of hard bread, a half barrel of flour, 2 kegs of mackerel, and other sundry minor stores, and 600 gallons of water; and I had 44 persons on board, including 12 passengers. Being convinced that I could not support so many persons till we got to Havana, and could not reach Ship Island and be back where I was under two days, I tacked ship, and put for the shore by my nearest calculation, it being at night at 10 o'clock. I was about 10 miles from Mobile Point, in 17 fathoms of water. I

was becalmed and could not get to the blockading squadron. I then sent the shipwrecked men with some provisions and water in their boats to the shore, and then tacked ship and proceeded on my voyage toward Havana. The shipwrecked men, previous to their departure, handed me a letter of thanks for the service I had rendered them.

J. JOHNSON.

Subscribed and sworn to this 22d day of September, 1862, before me.

[SEAL.]

R. W. SHUFELDT,
Consul-General.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Butler, U. S. Army, regarding the improving of mail communication between New Orleans and Pensacola.

FLAGSHIP HARTFORD,
Pensacola Bay, September 26, 1862.

DEAR GENERAL: I wrote you by the *Clifton*, and sent word to you by General Arnold, about Fort Gaines, but we appear to be as much out of the way here as in Yucatan. I hear nothing from you, and until the arrival of the *Tennessee* yesterday we had heard nothing since the *Clifton*.

I wish to establish a mail twice a week between New Orleans, Ship Island, and Pensacola. I will send, on any stated days that you may establish with the postmaster, to Ship Island for our mails for this place. I know we have a large mail at New Orleans for the vessels here, as well as my official mail, as I have only received two or three letters from the Department. I sent some powder to Ship Island for the use of the army and navy. It went in the *Rhode Island* to New Orleans, but as she had the fever on board it had to be left at Ship Island.

Do let me know your intentions toward Fort Gaines. Have you the troops to spare to attack it in the rear, landing in the [Mississippi] Sound?

I see by my letters that the Department rather throws cold water on the attack, but I think now is the time to create a diversion in their forces at the North, where they appear to be managing about as badly as could be expected from the worst instead of the best generals in the country.

Do let me hear from you, for I will be ready in five or six days for anything as far as my force goes.

Yours, most truly,

[D. G. FARRAGUT,]

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Major-General B. F. BUTLER,
Commanding Department of Gulf.

Extract from letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, regarding affairs on the Mississippi River.

FLAGSHIP HARTFORD,
Pensacola Bay, September 26, 1862.

DEAR COMMODORE: I received yours of the 17th, by the *Tennessee*. I was truly glad to get her back, although she brought me no news,

and we are all in a state of intense anxiety to hear how the fight is going on in the North.

As to more gunboats on the Mississippi, I think it is all stuff. Mr. Lowry says they only want guns to shut up the river; that is a great want, and next they want a place to put their guns. What could a million of men do on the banks if they had no guns? As to the 10,000 men, I will believe it when I see them.

I send the *Tennessee* to Ship Island to-day to try and establish a mail twice a week from New Orleans to Ship Island and this [place].

* * * * *

You must not allow vessels to be repaired at the will of the captains and the engineers of the vessels, but call a survey on them and allow nothing more to be done than it recommends. We will never be able to keep ourselves in money.

As to the gunboats, they must give convoy and protection to commerce; and if they are cognizant of any misdemeanors they must report them to you or to the general. Let them go leisurely up and down the river as far as Baton Rouge and even to Red River. At least let them have to report that they have been fired on before they say the river is closed.

I expect to be off this river soon, for I shall make a tour of the coast as soon as the Mobile affair is decided upon. I am anxious to hear from the general about the troops, &c.

Did you get the \$20,000? Did you get the 100 barrels of powder sent to Ship Island? Do have my mail sent to Ship Island if possible.

Very truly and respectfully, your obedient servant,

[D. G. FARRAGUT,]

Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

Commodore HENRY W. MORRIS,

Commanding U. S. Naval Forces, Mississippi River.

Report of Lieutenant Lamson, U. S. Navy, commanding U. S. S. Kittatinny, transmitting statement regarding the capture of the schooner Emma.

U. S. SHOONER KITTATINNY,
Off Velasco, Tex., September 27, 1862.

SIR: I herewith forward you a statement of the capture of the rebel schooner *Emma*, bound to Jamaica, with 121 bales of cotton on board. At daylight this morning, it being perfectly calm, discovered her about 8 miles distant, bearing S. W. by W. I immediately dispatched two armed boats and captured her at 7:30 a. m.

I have sent her to Key West, if it is found to be an open port; otherwise I have instructed Acting Master Pendleton in charge to proceed to New York.

I remain, very respectfully,

C. W. LAMSON,

Commanding U. S. Schooner Kittatinny.

Hon. GIDEON WELLES,

Secretary U. S. Navy.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the price of coal.

No. 209.]

FLAGSHIP HARTFORD,
Pensacola Bay, September 29, 1862.

SIR: I beg to call the attention of the Department to the fact that when I first came on this station the coal was shipped to me at from \$4.50 to \$5 per ton; the freights have been gradually increasing until they are now at \$8 per ton.

In the first instance they had no return cargoes; now they have a chance to obtain return cargoes from New Orleans, and can consequently afford to ship their coal at a less rate instead of at an increased one.

This may not be any of my business, but when my country is bleeding at every pore I feel it my duty to prevent impositions as far as practicable. The coal is sent in vessels that it takes months to discharge, and the demurrage is very heavy. The bureau, however, has informed me, by the last mail, that it has now directed it to be sent, as I requested, in vessels of 300 or 400 tons, and no faster than I may desire. I will also call the attention of the Department to another fact that operates against us, and which I do not understand. They prohibit the coal vessels from bringing out potatoes and other vegetables to the fleet, which would go far to prevent scurvy, while the army transports landed here yesterday more than 100 barrels of apples and potatoes for the use of the troops stationed at this place.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

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

Report of Rear-Admiral Farragut, U. S. Navy, proposing with additional vessels to take Forts Gaines and Morgan, Ala.

No. 210.]

FLAGSHIP HARTFORD,
Pensacola Bay, September 30, 1862.

SIR: If the Department can spare me two more steam sloops of the *Housatonic* class I think that, in conjunction with the army, I could take Forts Gaines and Morgan. If an ironclad can be spared, so much the better. I must have the assistance of the army to take Fort Gaines, as the ships can not get sufficiently close to it, and it must be taken to secure an entrance for our supplies, as we have no vessels of light draft to get up Grant's Pass to take Cedar Point, and get our supplies in that way. I beg to state to the Department that it is a most mortifying fact that we have no vessel with sufficient speed to catch any of the fast steamers that run the blockade. We greatly need a fast steamer, like the *Connecticut* or *Rhode Island*, to bring them to bay while the gunboats run up and engage them. The *Tennessee*, which I use as a dispatch boat to the squadron, is very fast, but she is so rotten and worn-out that I could not think of repairing her except in the most temporary manner, or she would answer my purpose off Mobile very well.

My reports from Mobile (by the arrival of the *Winona*, leaking so that she would not have kept afloat four hours longer, and the *Kennebec*, with smokestack and main topmast gone) tend to show that they have had a very heavy gale off that place—in fact, a cyclone—as they state that the wind blew from all points of the compass.

The *Winona* was greatly strained and leaked fore and aft, and the leak gained upon the pumps until she got into Pensacola, where I placed her in the basin, got the guns out of her, and have reduced the leak to 2 inches per hour or even less; she will have to be calked. I will put her smokestack upon the *Kennebec*, which I shall send back to her station as soon as possible.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf-Blockdg. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Woodworth, U. S. Navy, commanding U. S. S. John P. Jackson, to proceed to the protection of Petit Bois Island Pass.

FLAGSHIP HARTFORD,

Pensacola Bay, September 30, 1862.

SIR: You will proceed up Mississippi Sound to Petit Bois [Island] Pass, endeavor to ascertain positively whether Grant's Pass is open or closed, and should it be open you will remain at and guard Petit Bois [Island] Pass.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]

Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

Volunteer Lieutenant Commanding S. E. WOODWORTH,

Commanding U. S. S. Jackson.

Memorandum of instructions from Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, commanding in Mississippi River.

FLAGSHIP HARTFORD,

Pensacola Bay, September 30, 1862.

SIR: I have made the following memoranda for your guidance:

Direct Captain Swartwout to search very carefully all vessels passing up the Mississippi for contraband, and not to permit anything to pass up without the signature of General Butler, or some of his highest officers, viz, provost-marshal, collector, Generals Arnold or Shepley, but not with the signatures of deputies or deputy assistants.

2. Send the *Bohio* here for her repairs.

3. Let me know if you can get any light sheet iron at New Orleans or on board the store vessels suitable for a smokestack. If so, send it over the lake to Ship Island, as I need it for a smokestack for the *Kennebec*, which lost hers in a gale off Mobile.

4. Send me some of the oakum out of *Fearnot*, or any other that you have, by the *Bokio*. I have none but what I have picked.

5. Do not fail to send our mails regularly to Ship Island by the *Ceres*, as the *Tennessee* will go from here for it twice a week.

You will return to the Department and direct Paymaster Taylor and Chief Engineer E. Lawton to return to you for transmission to the Department the rules, etc., for the government of the Navy, sent to you and them for revision early last July.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

Commodore H. W. MORRIS,

Commanding Naval Forces Mississippi River.

Report of Lieutenant-Commander Roe, U. S. Navy, of expenditure of ammunition.

OCTOBER 1, 1862.

Fired at battle of Baton Rouge August 5, 7, and 20, 1862.

Gun.	Number of charges.	Weight of charges.	Projectile.	Primers.	Fuzes.	Number of projectiles.
		<i>Pounds.</i>				
XI-inch pivot.....	20	15	Shell.....	20	20	20
	7	15	Shrapnel.....	7	7	7
20-pounder Parrott.....	22	2	Shell.....	22	22	22
24-pounder howitzer.....	10	2	Shrapnel.....	10	9	9

Expended in heaving to steamers.

20-pounder Parrott.....	7	2	Percussion shell.....	7	7
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Expended at Donaldsonville, La., by U. S. S. *Katahdin*.

XI-inch pivot.....	22	15	Shell.....	22	22	22
20-pounder Parrott.....	25	2	Percussion shell.....	20	.....	25

Transferred to U. S. gunboat *Kineo*, August 5, 1862, two solid XI-inch shot; August 11, 1862, 50 20-second and 50 15-second metal-stock fuzes, XI-inch.

Transferred to the U. S. gunboat *Cayuga*, August 6, 1862, one solid XI-inch shot.

Expended at guerrillas near Red Church, La., September 10, 1862.

Gun.	Number of charges.	Weight of charges.	Projectile.	Primers.	Fuzes.	Number of projectiles.
		<i>Pounds.</i>				
20-pounder Parrott.....	3	2	Shell, percussion.....	3	.....	3
24-pounder howitzer.....	3	2	.....do.....	3	3	3
	3	2	Shrapnel.....	3	3	3

Expended at guerrillas below Donaldsonville, La., September 30, 1862.

Gun.	Number of charges.	Weight of charges.	Projectile.	Primers.	Fuzes.	Number of projectiles.
24-pounder howitzer.....	2	2	Shell.....	2	2	2

Expended at guerrillas above Donaldsonville, La., September 11 and 30, 1862.

XI-inch pivot.....	3	15	Shell.....	3	3	3
20-pounder rifle.....	7	2	Percussion shell.....	8	.....	7
24-pounder howitzer.....	3	2	Shell.....	3	3	3
	2	2	Shrapnel.....	2	2	2

Expended at supposed rebel flag in Donaldsonville, September 7, 1862.

XI-inch pivot.....	2	15	Shell.....	2	2	2
24-pounder howitzer.....	8	2	.....do.....	8	8	8
	1	2	Shrapnel.....	1	1	1

Very respectfully,

F. A. ROE,
Lieutenant-Commander.

Report of Commodore Porter, U. S. Navy, referring to the seizure of the towboat Anglo-American.

NEW YORK CITY, October 1, 1862.

SIR: On the 26th [24th] August I seized the *Anglo-American*, towboat, and, discharging her crew, placed the officers and seamen of the late U. S. gunboat *Sumter* on her, arming her with a 50-pounder rifled gun and 12-pounder howitzer from the *Essex*.

That she was used by the rebels up to a late date and her owners are notoriously disloyal there can be no question. Evidence of her having been used I herewith enclose, and also transmit the rebel flag found on her.

Your obedient servant,

W. D. PORTER,
Commodore, U. S. Navy.

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

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, relative to guarding the Mississippi River at the mouth of Red River.

NAVY DEPARTMENT,
October 2, 1862.

SIR: Whilst the Mississippi River continues to be blockaded at Vicksburg, and until you learn from Commander D. D. Porter, who will be in command of the Mississippi Squadron, that he has, in conjunction with the army, opened the river, it will be necessary for you to guard the lower part of that river, especially where it is joined by

the Red River, the source of many of the important supplies of the enemy.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Pensacola.

Report of Lieutenant-Commander Roe, U. S. Navy, regarding the destruction by fire of a small grocery near Bonnet Carré.

U. S. S. GUNBOAT KATAHDIN,
Mississippi River, October 3, 1862.

SIR: I have to report that yesterday I landed an armed force at a place just above Bonnet Carré, on the east bank of the river, and destroyed a building known as Snarl's grocery. This building has been a place of resort for the guerrillas and scouts from Camp Moore for some time, and was used by them as a general depot and place of rendezvous.

Mr. Snarl himself is a notorious rebel. Mr. Burbank, the Union planter living above, was my principal informant.

The building contained nothing but a counter, a card table, packs of old cards and counters, and some trappings for horsemen, and one bed. I therefore burned the place to the ground.

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

F. A. ROE,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Pensacola, Fla.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Woodworth, U. S. Navy, regarding the examination of the prize vessels West Florida and Liberty.

PENSACOLA BAY, October 4, 1862.

SIR: Your communications in relation to the prize vessels *West Florida*, *Liberty*, etc., were duly received. I have had the English schooner examined by one of the officers of this ship, as well as your own, to see if anything contraband of war could be found. Her papers are as correct as possible, all being signed by General Butler, the collector, and acting British consul. I have no doubt that her cargo is intended for Texas; still, unless we can find good evidence of the fact, it will not do to send her north for adjudication. I shall communicate the facts of these coasting vessels fitted out in New Orleans to the Department and ask for instructions in the case. As to the *Liberty*, it seems clear to me that there is no such authority vested in the collector to give a coasting license to a vessel on an enemy's coast, and particularly as the captain and crew are all foreigners, and the only man named in the license, Kosma Morgan, is not on board the vessel, nor is the signature of General Butler affixed to the papers—nothing but W. C. Gray, deputy collector. When the *Vul-*

ture arrives here I will let you know, but I fear she will not make her appearance, although the *Union* did turn up.

I wish you would write me the particulars of the vessel with plate iron on board, said to be lost on the west end of Dauphin Island.

Very respectfully,

[D. G. FARRAGUT.]

Acting Volunteer Lieutenant S. E. WOODWORTH.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Woodworth, U. S. Navy, expressing surprise at lack of attention to steamers seen in Mississippi Sound.

FLAGSHIP HARTFORD,
Pensacola Bay, October 4, 1862.

SIR: I have received your communication* in relation to your going up the [Mississippi] Sound at the request of Captain Alden. I thought that you were up the sound long ago, until informed by Captain Johnson's report that you were at Ship Island still; nor can I understand why you did not pursue the steamers you saw in the sound, but passed by them to go and report to Captain Alden, instead of keeping them in sight, even if you did not attack them, for they are supposed to be merchant vessels, one at least loaded with cotton.

As to Ship Island, I have no fears about. If the sound is looked out for the island can take care of itself, but I will send a vessel down there to guard Cat Island Pass and protect the island at the same time, but there must be a force in the sound. I hope you will give me a good report of the next steamers you see in the sound. I fear, however, that the *Cuba* has made her escape. Take your steamer by Petit Bois [Island] Pass inside the sound.

Respectfully, etc.,

[D. G. FARRAGUT,]

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

[Acting] Volunteer Lieutenant Commanding S. E. WOODWORTH,
Commanding U. S. S. Jackson.

Report of Lieutenant-Commander Ransom, U. S. Navy, regarding the seizure of cattle above Donaldsonville, La., October 1, 1862.

U. S. GUNBOAT KINEO,
Mississippi River, near New Orleans, October 7, 1862.

SIR: I have the pleasure to report that while steaming up the river on the morning of the 1st instant, about 10 miles above Donaldsonville, the *Kineo*, *Sciota*, *Katahdin*, and *Itasca* in company, we discovered a large drove of cattle on the east bank of the river. This was at the depot of the New River Railroad. The drove was stopped, the drovers arrested and examined, and finding a pass in their possession from the rebel General Taylor, I seized upon the cattle, which I believed were on the way to Camp Moore or other points of rebel occupation. I immediately dispatched the *Katahdin* to New Orleans to

* Not found.

procure transports, as I hesitated to destroy so valuable a prize of subsistence to our people. In the meantime the three other gunboats held possession of the cattle until the return of Lieutenant-Commander Roe with his transports, of which he brought up five, procured from General Butler, arriving safely at 2:30 a. m. of the 3d instant. We then commenced the arduous task of getting these cattle (brought from Texas) on board of the transports.

This labor was accomplished upon a steep bank of the river—1,300 head of wild, but very heavy, beef cattle were shipped on board the transports by noon of the 4th instant. About 200 still remained on the bank, so wild that they were utterly unmanageable; it was impossible by any efforts or expedients which could be adopted there to drive them on board. I made arrangements with a party of contractors, hurriedly pressed into service for the occasion, in charge of one of the drovers, that they should be driven along the bank to some point below Donaldsonville.

At 1 o'clock p. m., with the *Sciota* and *Itasca* in company, I took in convoy the five transports, as also the steamer *Iberville*, which I was compelled to press into service, for want of space upon the other transports, and proceeded down the river, the *Sciota* ahead, leaving the *Katahdin* to convoy and guard the remainder of the drove, which we were leaving behind. About 2 miles below Donaldsonville, at 2:10 p. m., a sharp fire was opened upon us from the west bank with artillery and musketry. It was promptly returned from each gunboat, and with such effect that the enemy were soon driven from the bank, though, I am sorry to say, not without the loss, on board of the *Sciota*, of Lieutenant Charles H. Swasey, and on board of this vessel of William Swain, ordinary seaman. Acting Master Latham A. Brown, of this vessel, was wounded in the groin by a Minié ball, though not very seriously. Of the extent of casualties on board of the transports I have not been able to learn, further than that 2 men were killed on board of the *St. Maurice* and her pilot probably mortally wounded.

We kept steadily on down the river, as I deemed it of great importance to insure a safe and very quick transportation of the cattle to a place where they might be released from confinement, lest many might be lost for want of feed and water.

Half an hour subsequently, however, I directed Lieutenant-Commander Stillwell, with the *Itasca*, to return to the support of the *Katahdin*.

Having convoyed the transports to a point 22 miles above New Orleans, and beyond any liability of molestation from guerrillas, I left them with the *Sciota*, with instructions to Lieutenant-Commander Lowry to see the cattle landed at some convenient place between Carrollton and New Orleans, subject to the disposal of Commodore Morris, to whom I have consigned this valuable property.

Returning up the river, I was very agreeably surprised, at daylight on the morning of the 5th instant, to meet the *Katahdin* and *Itasca* about 6 miles below Donaldsonville with the remainder of the drove in good order and moving down the east bank.

We have succeeded in arriving with them at last, sir, about a mile below Carrollton, where the cattle are secure in a pasture, subject to the disposal of Commodore Morris, like the others sent down by the transports.

In conclusion, I may venture to observe that the operation of arrest-

ing, by gunboats, 1,500 head of cattle which had forded the Mississippi near Plaquemine, and without doubt, I think, on their way to the enemy's armies, the fact of holding them under our guns and by our own pickets, during upward of five days, having driven a portion of them 90 miles along the bank, though performed at some risk in the midst of a country hostile and alive with guerrillas and armed bands of enemies, and finally getting of them safely in possession of our own authorities, is somewhat a novel act of duty for the Navy, but which I trust is none the less demonstrative of the efficiency of our service here.

I enclose herewith a report of a board of appraisers upon the property captured.

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

GEO. M. RANSOM,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant-Commander Ransom, U. S. Navy, consigning cattle.

U. S. GUNBOAT KINEO,
Mississippi River, above Donaldsonville, October 4, 1862.

SIR: I have the honor to consign to you, in transport steamers procured for the purpose on the 2d instant from Major-General Butler, 1,500 head of cattle, seized at this place by the U. S. gunboats *Kineo*, *Sciota*, *Katahdin*, and *Itasca*.

It appeared on examination of the drovers that these cattle had been two months on the road (brought from Texas), had forded the river near Plaquemine, and I believe they were intended for the rebel army at Camp Moore or other places occupied by the rebel forces in this region.

I have directed Lieutenant-Commander Lowry to see them landed at some convenient place between Carrollton and New Orleans, subject to your disposal.

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

GEO. M. RANSOM,
Lieutenant-Commander.

Commodore HENRY W. MORRIS,
Senior Officer Present, U. S. S. Pensacola, New Orleans.

Report of Lieutenant-Commander Ransom, U. S. Navy, regarding attack upon United States vessels while transporting cattle to New Orleans.

U. S. GUNBOAT KINEO,
Mississippi River, October 4, 1862.

SIR: I have to report that while steaming down the river, as convoy to six transport steamers with cattle, this afternoon, the *Sciota* ahead, the *Kineo* and *Itasca* following, about 2:10 p. m., a sharp fire was opened upon us from the west bank, about 2 miles below Donaldsonville, with musketry and artillery. It was returned promptly from

each gunboat, by the *Kineo* with the XI-inch pivot, Parrott rifle, howitzer, and 32-pounder, with such effect that the enemy were soon compelled to withdraw from the bank.

We kept steadily on down the river, as I deemed it of great importance to insure a safe and very quick transportation of the cattle to a place where they might be released from confinement, lest that many might be lost for want of feed and water.

I will now return to endeavor to secure, with the aid of the *Katahdin* and *Itasca*, the remainder of the drove, about 200, which we were compelled by circumstances to leave behind.

Lieutenant-Commander Lowry will explain to you in person more particularly, and doubtless more satisfactorily than I can in the hurry of the present moment, the condition of things, and the circumstances under which we still hold about 200 head of cattle 9 miles above Donaldsonville.

I enclose herewith a report from Assistant Surgeon A. S. Oberly of killed and wounded on board of this vessel in the action of this day.

I have the honor to be, sir, very respectfully, your obedient servant,
 GEO. M. RANSOM,
Lieutenant-Commander.

Commodore HENRY W. MORRIS,
U. S. Ship Pensacola, Senior Officer Present, New Orleans.

[Enclosure.]

U. S. GUNBOAT KINEO,
Mississippi River, October 4, 1862.

SIR: The following casualties occurred aboard this vessel at 2:15 o'clock this afternoon from the fire of the enemy a few miles below Donaldsonville while convoying transports down the river: William Swain, ordinary seaman, killed; Latham A. Brown, acting master, wounded in the groin slightly by a spent ball.

Very respectfully,

A. S. OBERLY,
Assistant Surgeon, U. S. Navy.

Lieutenant-Commander GEO. M. RANSOM, U. S. Navy.

Report of Lieutenant-Commander Lowry, U. S. Navy, commanding U. S. S. Sciota, regarding the attack upon United States vessels while transporting cattle to New Orleans.

U. S. GUNBOAT SCIOTA,
New Orleans, La., October 4, 1862.

SIR: I have to report that this day, at about 1:30 p. m., some 2 miles below Donaldsonville, a rebel force, consisting of some six pieces or more of flying artillery, supported by a large body of infantry, probably as many as 1,500, opened a severe and hot fire upon this vessel and a convoy of army transports loaded with cattle. So skillfully concealed was the battery, and the ambush of the fort men, that it was not until this vessel was abreast of the enemy and they had opened their fire that they were discovered, and though the crew were at quarters and the ship cleared for action, still such was the speed of the vessel that she had passed so far below the rebel battery

as to render it impossible to train the guns abaft enough to bear on the enemy beyond some three rounds from all the battery, but ordering the convoy to seek safety in flight, I put my helm hard astarboard and rounded to, shifting pivots to port, when I opened an effective fire of grape, canister, and shell with such results as soon to silence nearly all of the fire of the rebels, the *Kineo*, some distance astern, coming rapidly to my support, and with a rapid fire driving the enemy, who were above my line of fire, from their position to seek safety in cowardly flight after a concealed and assassin-like attack.

I regret to report that Lieutenant Charles H. Swasey, executive officer of this vessel, was mortally wounded while gallantly performing his duty, having just pointed and fired the IX-inch gun; a 12-pounder rifle shot entered the bulwarks, striking him on the hip and hand, inflicting a terrible and mortal wound, of which he expired at 3 p. m. This officer was characterized by all the elements which make up the hero—brave, imbued with patriotic ardor and professional ambition, chivalric as a gentleman, gentle, and with a heart full of Christian principles. His last words were: "Tell my mother I tried to be a good man." I respectfully request that his death, so heroic and noble, may be especially made known to the nation through the Navy Department. John O'Hare, landsman, was wounded by a round shot in the right arm, rendering amputation necessary.

I consider it my duty to call attention to this action as corroborating to a great extent the information that I had the honor to send to Commodore Henry W. Morris on the 9th September, to the effect that the enemy was daily gaining strength and audacity; so that in a short time the present force in this river will not be sufficient to hold it for the Government. From additional information I am again forced to represent that from New Orleans to Vicksburg, on both sides of the river, all the residents are hostile to the United States and in arms against us; that conscription is rapidly forming large bodies of men to resist us. The low state of the river places the open-decked gunboats some 20 feet (and at a great disadvantage) below the crest of the levee, which is a strong, safe, and ready-made breastwork for sharpshooters; leaving their women in their residences, and relying upon their feebleness to protect them and their property from the righteous punishment which should await them for their treason, the male residents are all more or less in arms and steadily gaining strength. The most energetic and severe measures are necessary to reduce these people to subjection and obedience to the laws of the United States.

I am, very respectfully, your obedient servant,

R. B. LOWRY,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant-Commander Lowry, U. S. Navy, regarding the death of Lieutenant Swasey, U. S. Navy.

U. S. GUNBOAT *SCIOTA*,
Mississippi River, Near Donaldsonville, October 4, 1862.

SIR: It becomes my sorrowful duty to report to you the death of First Lieutenant Charles H. Swasey, killed in an action with the rebel

forces below Donaldsonville this day at 1:30 p. m. This gunboat was the leading vessel conveying a number of transports loaded with cattle, when a concealed battery of four pieces of artillery opened from the levee, accompanied by a sharp fire of musketry from a large body of men who lay in ambush behind the levee. The first shot fired by the rebels came through the bulwarks just abaft the pivot guns, striking Lieutenant Swasey on the right hip and cutting off his right hand. He expired at 3 p. m. This loss to the service and to the country of a gallant, zealous, and energetic young officer, who promised so much in the future, we have reason to mourn, the more so as he fell in a cowardly attack of the rebels, but his death is no less one more offering of blood to the cause of the Union and our country.

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

R. B. LOWRY,

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

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Madigan, U. S. Navy, commanding U. S. ship Vincennes.

FLAGSHIP HARTFORD,
Pensacola Bay, October 4, 1862.

SIR: You will wood and water with all dispatch and proceed to Ship Island and guard the pass out of Mississippi Sound and give a general protection to Ship Island and the vessels in that port.

Very respectfully, etc.,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

Lieutenant-Commander JNO. MADIGAN,
Commanding U. S. Ship Vincennes.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Buchanan, U. S. Navy, commanding U. S. S. Calhoun, to investigate conditions in Mississippi Sound.

FLAGSHIP HARTFORD,
Pensacola Bay, October 4, 1862.

SIR: I have received the acknowledgment of your notice of promotion, also the requisitions for ordnance stores, etc., which I send by the *Tennessee*. I wish you to go up the [Mississippi] Sound with the *Jackson* as near as you can to Grant's Pass and learn the true state of things there.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]

Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

Lieutenant-Commander MCKEAN BUCHANAN,
Commanding U. S. S. Calhoun.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, to assume command of the Mobile blockade.

FLAGSHIP HARTFORD,
Pensacola Bay, October 5, 1862.

SIR: You will proceed with the *Brooklyn* off Mobile Bay and assume the command of the blockade of that bay and its vicinity. You will consider your authority as extending west to Ship Island and east to Pensacola, so far as you may deem it necessary to act for the benefit of the country. I will, as fast as I have them, place at your command additional vessels in Mississippi Sound. There are only at present the *Calhoun* and *Jackson*, and the *Vincennes* will be sent immediately to Ship Island for the protection of that island and to guard Cat Island Pass. When your vessels require coal, wood, water, or repairs of any kind other than to their machinery, send them to Pensacola, but if the machine shop is absolutely necessary, send them to Ship Island.

Should you perceive anything in the movements of the enemy inducing the belief of some decided action against us, you will let me know as soon as possible, when all the disposable force will be pushed forward to the point indicated. In all matters relating to the blockade, I have every confidence that they will be conducted by you to the best advantage.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

Commodore H. H. BELL,
To Command Blockade off Mobile.

Operations against Galveston, Tex., October 5-6, 1862.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting reports of commanding officers

No. 216.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 15, 1862.

SIR: I am happy to inform you that Galveston, Corpus Christi, and Sabine City and the adjacent waters are now in our possession.

A short time since I sent down the coast of Texas Acting Volunteer Lieutenant J. W. Kittredge, with the bark *Arthur*, the little steamer *Sachem*, and a launch, with which force he said he could take Corpus Christi and the waters adjacent, from whence we heard of so many small craft running to Havana. He succeeded very well, took the places, made several captures, and compelled the enemy to burn several of their vessels, but on one occasion venturing on shore with his small boat, he was surrounded and taken prisoner and carried to Houston, where they paroled him on condition he should go north and not serve until regularly exchanged. He returned here in the *Arthur* and I shall send him north in the *Rhode Island*.

I next sent the *Kensington*, Acting Master F. Crocker, commanding, with the *Rachel Seaman* and a launch with a howitzer, to Sabine Pass.

He, too, succeeded well. He found at the bar one of the mortar schooners, *Henry Janes*, Acting Master Lewis [W.] Pennington, commanding, whom he invited to take part with him, which he did, and,

according to Acting Master Crocker's report, performed his duty with great credit, as will be seen by the report herewith enclosed. They took the fort and are still going ahead finely, having taken several prizes, one of which arrived here yesterday with dispatches.

I next sent Commander W. B. Renshaw with the gunboats *Owasco*, *Harriet Lane*, *Clifton*, and *Westfield*, to take Galveston, which he did in the shortest time, and without the loss of a man. It appears that the first shot from the *Owasco* exploded directly over the heads of the men at and around the big gun (their main reliance) and the enemy left; a flag of truce was hoisted and the preliminaries arranged for a surrender, which took place on the 9th instant. The reports will give you all the particulars. All we want, as I have told the Department in my last dispatches, is a few soldiers to hold the places, and we will soon have the whole coast. It is a much better mode, and more effectual blockade to have the vessels inside instead of outside. I need vessels of light draft for the small ports and inland lakes and waters, and a few heavy vessels, the largest not to exceed 17 feet draft, for outside work.

I herewith enclose the reports of Commander W. B. Renshaw, Acting Master W. O. Lundt, of the *Arthur*, and of Acting Master Crocker.

Corpus Christi and the adjacent waters are all still held by the *Sachem* and other small vessels. I regret that the next exploit of our small vessels was not as bloodless as the preceding ones. I enclose you the report of Lieutenant-Commander Ransom, by which you will perceive that they captured 1,500 head of cattle en route for the enemy, and succeeded, by great perseverance, in getting them down to New Orleans. In the attack on our transports, however, coming down the river, Lieutenant Charles [H.] Swasey, and one or two seamen were killed. Lieutenant Swasey was the executive officer of the *Varuna* when she was sunk in passing the forts on the Mississippi, and was afterwards transferred to the *Sciota*, where he lost his life. He was a young man of modest merit and would no doubt have continued to live as he died, in the faithful discharge of his duties. I knew him but slightly, but feel assured that he deserved all that his commander has said of him, and deeply deplore his death, although he died at the post of honor.

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

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Squadron.

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

Report of Commander Renshaw, U. S. Navy, commanding U. S. S. *Westfield*.

U. S. S. WESTFIELD,
Off Galveston, Tex., October 5, 1862.

ADMIRAL: The steamers *Westfield*, *Harriet Lane*, Commander Wainwright; *Owasco*, Commander Guest; *Clifton*, Lieutenant-Commander Law, and the schooner *Henry Jones*, Acting Master Pennington, of the mortar flotilla under my command, yesterday captured, after a feeble resistance, the defenses of the harbor and city of Galveston.

The guns of a formidable-looking battery on Pelican Island, from which we anticipated a heavy fire, proving to be "quakers," and the bursting of an XI-inch shell from the *Owasco* over their heavy X-inch columbiad, mounted on Fort Point, causing a panic in the fort, will account for the ease with which this important capture has been made.

Respectfully, your obedient servant,

W. B. RENSHAW,
Commanding Mortar Flotilla.

Rear-Admiral FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, Pensacola.

Detailed report of Commander Renshaw, U. S. Navy, commanding U. S. S. Westfield.

U. S. S. WESTFIELD,
Off Galveston, Tex., October 8, 1862.

ADMIRAL; I had intended sending the *Harriet Lane* with the news of the capture of Sabine Pass and this city on the 5th instant, but the wind setting in strong from the southward and eastward, threw such a swell in upon the bar that for the past three days she has been detained. This delay has determined me to await the termination of the truce and [until] I get possession of the city, which will be on Thursday morning, unattended, I hope, by any of the disagreeable contingencies that have so much embarrassed me, a brief account of which I will endeavor to give, trusting to Captain Guest, who I will send in the *Owasco* with my dispatches, to enlighten you upon any points that may seem obscure.

At 6 o'clock on Saturday morning, the *Harriet Lane* was sent over the bar with a flag of truce to communicate with the military authorities and demand the surrender of the forts, giving them one hour to decide. After standing in some distance a shot was fired to bring her to, and she immediately anchored to wait for a boat from shore, which being a long time in making its appearance, Captain Wainwright dispatched his executive officer to ascertain the cause of the delay, and explain the object of his visit. After some trouble he was permitted to land and inform the commanding officer, Colonel Cook, that Captain Wainwright had a message to deliver to the authorities from the commanding officer of the naval force in the offing. Colonel Cook promised to send a proper officer to receive it, and the interview ended.

Captain Wainwright waited, in his opinion, sufficiently long for this officer to arrive, but seeing nothing but a sail boat coming very leisurely, without a Confederate [flag], but with a white flag flying, conceived that if the boat in sight did contain the messenger he was not progressing with the rapidity the gravity of the occasion required, and determined not to remain any longer for him but to get underway and proceed outside the bar. After anchoring he reported to me that he thought the rebel authorities were unnecessarily long in getting off their boat, and that their management of her indicated a desire to procrastinate.

I regretted Captain Wainwright's having sent a boat from his ship, and also, as he had sent one, that he did not await the arrival of the officer coming to receive his message; however, as the boat with the white flag flying was still beating out, and wishing, if possible to make

the attack that day, to save time I got underway with the whole force with a view of meeting the boat. Her progress was so slow that the desire was frustrated by the fort opening fire before she reached us, which of course was returned, and so vigorously that but a few moments elapsed before the whole garrison had deserted their guns and ran as if seized with a panic. The boat had by this time put back with her flag still flying, which, as it had been dispatched by our invitation, I thought we should still receive, and with that view I made the signal "cease firing," although had it been continued doubtless many of the retreating enemy might have been killed.

I confess, sir, that their persistently keeping the white flag flying from this boat (but about half a mile ahead of me) embarrassed me, which was increased upon our coming within easy range (of our guns) of the city, I was met by some half dozen discharges from two short 24-pounders (that could not reach us within 50 yards) immediately in its front. Here was a dilemma—a white flag sent by my own request was within half a mile of me; to have silenced this insignificant battery would have necessitated firing through the most thickly populated part of the town, where all the consular flags were flying, and with the almost certainty of killing some woman, child, or alien, which catastrophe all these consuls would make a handle of to try and impress their governments with the idea that we were carrying on this war like barbarians, and possibly cause some embarrassment to our Government. True, it may be said in a strictly military point of view, their having first fired upon me from the town gave an undoubted right to return that fire (and I have not a doubt I disappointed the rebels very much by not having done so, their object being to provoke such a result); but on the other hand, let it be taken into consideration the many motives that governed me in taking the course I did, not the least of which was that no advantage would be gained by destroying the city at that time when I knew that should negotiations for its safety fail I would be in no worse position than I then occupied, and by granting a truce of four days I would deprive the foreign consuls of all cause of complaint and stop the mouths of humanitarians. With these views of the case, which had to be promptly taken, I hoisted a flag of truce and anchored. Their boat turned round on perceiving it and came alongside, containing a major and captain of the Confederate Army, who informed me they had been sent by Colonel Cook, the commanding officer on shore, in compliance with my request to receive any message I might have to deliver. I told them I demanded the unconditional surrender of the city, hoping by so doing the military would quickly evacuate and leave the civil authorities to settle the terms, the possibility of their making any defense seeming to me so ridiculous that it did not enter into my calculations to take a different view of the matter. The result proved that my reasoning was erroneous, for in a short time these officers returned with a message from Colonel Cook positively refusing to accede to my terms, adding that upon me rested the responsibility of destroying the town and endangering the lives of women, children, and aliens. I at once saw that my first impressions of their wish to provoke an assault to embroil us with the foreign consuls were correct. Still, for a time I was disposed to take the consequences and make the attack immediately. Captain Guest, who, as well as Captains Wainwright and Law, were with me, made some pertinent remarks to the same effect, at the same

time getting up, proposed to get underway and tow the mortar steamer into position, to which I assented. Here let me state that in my first interview with these gentlemen, after I had made known my terms, they informed me that the yellow fever prevailed on shore, which information strongly influenced my desire to moderate my first demands, that I might have the option at the end of a truce to take possession of the city, or the reverse should the report of fever existing be confirmed. After further conversation on my part, endeavoring to prove that the onus of firing into the city would rest with them and not with me, and they using arguments to confute my position, the major remarked that if I would suspend hostilities until he could again see his commanding officer, that he (the major) would take it upon himself to do so on their part, at the same time requesting to know how long a time I would give them to get the women, children, and aliens out of the place. I replied by telling him that before I could think of specifying any time for a truce existing that there must be an explicit understanding that they were not to increase the defenses of the city, and that everything was to remain as it was at the time. He replied certainly that was nothing more than I had a right to demand, and again asked how many days I would give them. Several periods of time were proposed and discussed, until we fixed upon four days as the time the truce should continue, the same [that] Captain Eagle had granted them on the occasion of his threatened bombardment.

With these preliminaries he departed, and shortly returned with the unqualified approval of the commanding officer of what had been proposed, with the addition that I was not to move my troops farther toward the city, and he was not to allow his troops to come below it.

And now, sir, I must relate the circumstances which led to a controversy ending in my allowing them to retain and carry off four guns we were entitled to and might possibly have been saved had we written out our agreement, an omission caused by my strong desire to do nothing that could lead to a correspondence, deeming the presence of the commanders of the steamers a sufficient guard against misunderstandings. Let me give you the particulars, as far as I can, of this transaction. My understanding of our terms, in which Commanders Guest and Wainwright and Lieutenant-Commander Law agree with me, was that everything should remain as it was at the time of the agreement. Theirs, it appears, was that they were not to increase their defenses, and that demolishing them would rather be gratifying to us than otherwise. I can now see that sufficient stress was not laid upon this important point, which they cunningly took advantage of and gained their point. The first intimation we had of their differing from us in the sense of our terms of agreement was through a deserter who informed us the guns of the fourth battery were being removed by night. My first impulse was to send a flag of truce on shore, informing them that I was aware of their breach of faith and that hostilities would immediately commence, but upon coolly reflecting over the matter I decided I would let them so far break their faith, to avoid the disagreeable alternatives of a long consular controversy, and as I then thought the great danger of contagion from yellow fever; deeming the loss of two old-fashioned 24-pounders, one 80-pounder rifle, and another gun as but secondary in comparison to the possibility of getting

that fatal disease on board of us, and possibly killing many innocent people. In addition I had strong doubts, even had hostilities recommenced, whether we could have prevented them from taking the guns off at night, for most unquestionably we had not a sufficient force to land and contend against the number of men that could be brought against us, and night, I am of the opinion, would have shielded them from the fire of our guns.

Upon this view of the case I intended acting, but finally yielded to the wishes of Commanders Guest and Wainwright and Lieutenant-Commander Law and sent Lieutenant-Commander Law and Commander Guest on shore to charge them with a breach of faith, and demand the return of the guns, or an immediate renewal of hostilities.

These gentlemen were very courteously received by Colonel Cook and his officers. Their understanding of the agreement propounded, and their regrets of a misunderstanding having occurred, expressed at the same time, declaring that the breach of faith would be on our side, and that many women, children, and aliens who intended moving, but had not been able up to that time to obtain transportation, would be the sufferers.

After discussing the case in all points, Captain Guest came to the conclusion that, as the agreement was not in writing, and our verbal understanding was not sufficiently explicit on the point at issue to prevent them taking advantage of it, it was better to allow the truce to continue and let them take the guns than that we should be accused of a breach of faith. I entirely approved of his course, and so the matter stands at present.

I had nearly forgotten to notice an important feature in our negotiations, which was a visit from the English consul on Sunday in full consular costume, nominally to be considered an official call, but actually, I am disposed to think, more to find out my views in relation to pending matters than any particular respect for our flag; for, although unexceptionally courteous, it was evident all his sympathies were with the rebels, having lived twenty years among them. In the course of conversation, he stated, with apparent frankness, his appreciation of the liberal time I had granted for the removal of aliens, but must, from the paucity of transportation, beg me to grant an extension of the time. I politely but firmly declined to accede to this request, which led him to express the belief that the rebels would destroy the town sooner than surrender, pertinently asking me at the same time what I required of the military? I reflected a moment and saw that the tender point was in surrendering, and with the full knowledge that after knocking their town down I would be no nearer making them surrender than I was at that moment, I replied that I would require them to evacuate the city, and not to molest our flag, which I intended hoisting on the custom-house, and that until I heard from you I had no intention of interfering with the civil authorities. He took his leave with assurances of his using his utmost efforts to prevent the destruction of the city either by us or the Confederates, an event that I was equally earnest in assuring him I would deeply deplore on account of the unoffending poor.

From deserters and others flying from the terrors of the conscription (which they are rigidly enforcing at the point of the bayonet), I am of the opinion that we have at last captured a place with strong Union proclivities among the lower and middle classes. Their repre-

sentations of the reign of terror that has prevailed during months past, would, I should think, taint the loyalty of the most rabid of the rebel citizens. They have scarce been allowed a civil right, the military demanding and taking what they pleased. One of these refugees, a man in the middle ranks of society, converses with intelligence, and imparts valuable information. From him I learned of the Union feelings of his class and the lower grades of the population (which so far as the latter is concerned has been amply verified by the embittered expressions of all that have come on board), most of whom that have not been previously drafted are now hiding in every conceivable way to avoid the gang that is driving every man between the ages of 18 and 50 over to Virginia Point to join the army. From the same person I learned that the endeavors of the military to form something like a civil government, previous to their leaving, failed, all their old magistrates having refused to serve. He also states that the threats of destroying the town will not be executed, the foreign influence alone preventing, all the other wealthy and influential citizens having long since fled to the interior.

This exodus from the city is becoming a matter of serious consideration with me. Already we have from sixteen to twenty who have escaped from the city at the peril of their lives and it would be inhuman not to receive them. Others may still come, and with our limited supply of provisions, it is a perplexing matter and would seem a very strong reason for our military forces hastening their taking possession of the city, that they might again return to and be protected in their homes.

Of course the military authorities will be the best judges of the number of men they will require to hold Galveston Island; still the little light I can throw upon the subject may be useful. The charts will give the position of the city upon the island, and I think of the railroad bridge, which is about 5 miles from the northwest end of the city. The bridge is about three-quarters of a mile long, terminating at Virginia Point, where the rebels have their large battery, mounting from twelve to twenty guns, and an army variously estimated at from 3,000 to 5,000 men. I am disposed to think the latter number is not far from the mark, as they are under the impression that a large force of ours is on the way to invade Texas and they are concentrating troops at that point to meet them. The name of the commanding general I have not been able to ascertain, as he has lately come from Houston. One of the brigadiers is General Debray?

This fort on Virginia Point I think can be reached by our light mortar vessels and the heavy rifled guns of the *Jackson* and *Westfield*, after lightening the vessels as much as possible; and should that plan of taking the fort be adopted a 100-pounder rifle should be sent for the *Clifton*. Independent of the fact of the mortars and light steamers being the only naval force that can act against this battery, they can be most usefully employed on the blockade, and should you have determined not to let us go home, I think we can perform good service; at all events I hope the troops will be speedily sent, for I am most anxious to get away, and try and break up the traffic of their inland seas.

Should it not be possible, however, to send a sufficiently large military force to occupy Galveston Island at present, two or three hundred men, with some half dozen pieces of artillery, could easily defend

themselves on Fort Point or Pelican Island (the latter I would give the preference, on account of the comfortable barracks upon it, the rebels having burned those on Fort Point when they evacuated), with the assistance of a gunboat, and I earnestly hope one will be sent immediately, for I have no ambition to be senior officer on shore and afloat at the same time; the latter position, I am convinced from appearances, will be enough to employ the time and talents of one man, and as a slight proof that my impressions are correct, I will suggest the propriety of a schooner load of flour being sent here at once, for the moment we take possession of the city all communication will be cut off from the mainland, and provisioning, as well as governing, will fall to the lot of the individual who is honored with the governorship, and here, while suggesting the sending provisions for the shore people, let me inform you of our own wants. The ferryboats can carry but six weeks' provisions, with which we started; two weeks of every part of the ration have already been expended, and of bread, in consequence of a large quantity having proved bad, we have but two weeks' [supply] on board; will you be good enough to think of this, and should you not order our return, have our wants supplied?

Another reason for my wishing for the speedy arrival of the soldiers is the care I am obliged to take of Pelican Island for fear the rebels will some night slip down and burn the barracks. The marines of the *Clifton* and this ship now occupy it, having hoisted our flag there on Sunday. At present my opinion is that I can do nothing more to-morrow, after taking possession of the city, than landing a party to hoist our flag on the custom-house, and after allowing it to fly for about half an hour, haul it down and return on board. I have, however, other prospects which time will develop.

I wish I could feel convinced this place would not be given up by us, and I am sure I could at once get a Union guard that would materially help to guard it.

Very respectfully, your obedient servant,

W. B. RENSHAW.

Admiral D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron.

Letter of congratulation and instruction from Rear-Admiral Farragut, U. S. Navy, to Commander Renshaw, U. S. Navy, commanding U. S. S. Westfield.

FLAGSHIP HARTFORD,
Pensacola Bay, October 14, 1862.

DEAR SIR: I sincerely congratulate you on the easy conquest you made of Galveston; and will transmit your report to the honorable Secretary of the Navy.

I fear that I will find difficulty in procuring the few troops we require to hold the place. I informed the Secretary I could take the whole coast if I had only a few troops to hold it.

You were more indulgent than even I would have been with them. I regret you allowed them to take away the guns.

I think your arrangement a good one to allow them to bring provisions to the end of the bridge, and no farther by rail.

You can leave one gunboat at Galveston and go down to the next place below. I send you 600 pounds bread by the *Rhode Island*.

I send you papers transmitted by the Department for our guidance in cases of blockade. I can not permit the mortar boats to go so far from here, but will soon send other vessels down the coast of Texas.

May success continue to attend your efforts, and please express to the commanders of the vessels my appreciation of their conduct.

Very respectfully, etc.,

[D. G. FARRAGUT,]

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Commander W. B. RENSHAW,
Commanding Texas Blockade.

[Telegram.]

VIRGINIA POINT, [TEX.,] *October 5, 1862.*

Just arrived here. Galveston can not be defended, and a fight in the city would be a useless braggadocio against forty guns, or about, at 1 mile from the wharf. The place shall not be surrendered, but slowly evacuated by Colonel Cook. I have arrived too late this evening to make a perfect estimate of the means of defense. I shall by all means prevent a landing and protect the railroads. I send a company to Liberty to-morrow to guard the bridge. I have ordered my regiment down to scout over Simm's Bayou, San Jacinto, and Trinity [rivers]. The want of fresh water will be a great difficulty. I ordered the provost-marshal at Galveston to remove all the machinery he can. The citizens are moving fast. I notified those disposed to remain that should the United States flag be hoisted over Galveston they would no longer be allowed to communicate with the continent and shall receive no supplies. The four days allowed by the enemy for the citizens to move expires on Wednesday night, when I expect an attack here. Please send this to General Hébert by to-morrow's mail.

X. B. DEBRAY.

Major T. S. MOISE.

Order of Colonel Debray, U. S. Army, to Colonel Cook, U. S. Army, to withdraw from Galveston.

HEADQUARTERS SUBMILITARY DISTRICT OF HOUSTON,
Galveston, Tex., October 5, 1862.

COLONEL: The enemy having possession of Galveston Bay with an overwhelming force of artillery, you will avoid making, within the city, a resistance, which would bring about the destruction of the property of our citizens without resulting in any good to the country. You will move from the city to Virginia Point such material as you can save and the troops you do not actually need to maintain good order in the city so long as you are in possession of it. * * *

* * * You will, when an attack by the enemy is imminent, withdraw to Virginia Point, leaving two companies to garrison Eagle Grove, endeavoring to withdraw without loss of men.

Very respectfully,

X. B. DEBRAY,

Colonel, Commanding Submilitary District of Houston, Tex.

Colonel JOSEPH J. COOK,
Commanding Post, Galveston, Tex.

Report of Colonel Cook, U. S. Army, commanding at Galveston.

HEADQUARTERS,

Fort Hébert Tex., October 9, 1862.

SIR: On the morning of the 4th the blockading fleet off the bar of Galveston consisted of eight vessels, four of which were armed steamers, one a mortar boat, and all but one of them apparently of such draft as to admit of their crossing the bar.

At about 7 a. m. one of the steamers (the *Harriet Lane*) crossed the bar, flying a white flag, and when opposite Fort Point a shot from our battery was fired across her bow, and she immediately came to anchor. An officer soon after landed from the steamer in front of the battery and asked an interview with the commander of the post. Immediately upon being advised of this I repaired to Fort Point and was informed by the officer who had landed that the commander of the fleet desired me to send out a messenger to receive a communication from him. Having no boat at the Point, I returned to the city and immediately dispatched a messenger in a boat, flying a white flag. The boat left the wharf about 1 p. m., and before she could be worked out to the Point the *Harriet Lane* weighed anchor, repassed the bar, and communicated with the fleet, and the four steamers, with the mortar boat in tow, came in over the bar and up to about the position where the *Harriet Lane* had been brought to anchor. As soon as this movement was observed I started for Fort Point, but before I could reach there a shot was fired from our battery in front of the foremost advancing vessels—our flag-of-truce boat then being but a short distance off—when the enemy, disregarding their own white flag, immediately opened fire from all the vessels with about twenty guns on our battery, which consisted of but one gun, a X-inch, and they continued to play upon it until the gun was struck by a shot and so disabled as to be unserviceable, and the officer in command ordered the gun to be spiked and the barracks fired, and the men retreated across the low open grounds toward the city. I joined them soon after they left the battery, and the five vessels of the enemy, having passed entirely around the Point into the harbor, continued to throw shot and shell at us until we passed out of their range. Upon the fleet turning up the channel toward the city the two 24-pounders in battery on the bay side, near the east end of the city, opened fire on them, but our shot fell short, and the vessels having now come up to our flag-of-truce boat, ceased firing and took our messenger on board the flagship, and the fleet came to anchor.

The assemblage of vessels off the bar on the day previous had given every reason to expect an attack, and during that day and the morning of the 4th I had made arrangements with the railroad company to be ready with transportation to meet any emergency that might occur. Having some time previous to this been ordered by the general commanding this department to withdraw our troops from the city in case the enemy should bring to bear against our position such force as to overcome our defenses at Fort Point and enable them to command the harbor, and after the gun at Fort Point was silenced, having no further means of defending the harbor or protecting the city from bombardment by the enemy or inflicting any injury on them, immediately after our troops had abandoned Fort Point I ordered the two guns which were in position at South Battery, on the south side

of Galveston Island, to be spiked, and all our material at that and other points in the city to be taken to the railroad depot, which was done.

At about 3:30 p. m. our flag-of-truce messenger returned to the city, bearing a demand from the enemy for the surrender of the city and demanding an immediate answer. I sent a messenger with the answer that I should not surrender the city, directing the messenger also to say to the commander of the fleet that there were many women and children, and to demand time to remove them. After some negotiation it was agreed that no attack should be made upon the city for four days; that during that time we should not construct any new or strengthen any old defenses within the city, and the fleet not to be brought any nearer the city. This arrangement gave us ample time for the removal of all who desired to leave the island, and also for the removal of our troops and material of every kind.

On the night of the 4th you reached the city, and during the next day I received your orders in relation to matters at Galveston. During the four days I removed the two 24-pounders, and also the guns at South Battery were unspiked and removed, and all of them have been safely landed at Virginia Point. I caused the people to be fully notified in relation to matters which you directed they should be advised of. All machinery of any value was removed. The civil authorities removed all the county records of every kind and all the records of the city corporation and of the district court. The railroad company removed all their material of every kind, and by 11 a. m. of the 8th we had removed all Government property of any value except the X-inch gun at Fort Point, and a large majority of the population had left their houses and the island.

The troops having all been removed, in accordance with your orders I left with my staff for Virginia Point, leaving a sufficient force to hold the battery at the south end of the railroad bridge, and that evening I reported at this place to Colonel X. B. Debray, commanding submilitary district of Houston.

It affords me great pleasure to be able to state that both officers and men behaved nobly, executing all orders promptly and correctly.

All of which is respectfully submitted.

Yours, respectfully,

JOSEPH J. COOK,
Colonel, Commanding.

Lieutenant R. M. FRANKLIN,
Actg. Asst. Adjutant-General, Submilitary District of Houston.

Report of Acting Master Crocker, U. S. Navy, regarding the capture of the British schooner Dart, October 6, 1862.

U. S. S. KENSINGTON,
Pensacola Bay, November 4, 1862.

SIR: I have the honor to report that on the 6th day of October, 1862, the British schooner *Dart* was captured while running the blockade at Sabine Pass by the U. S. schooner *Rachel Seaman*, then under my command as part of an expedition to capture that place.

The *Dart* was captured inside the harbor, the commander of her not being aware the place was in the possession of the United States.

She was sent first to this port, from whence she is now ordered by the admiral to Key West, Fla., for adjudication.

I have the honor to forward herewith a list of the officers and men belonging to this vessel who are entitled to prize money, and a list of officers and crew of the U. S. schooner *Rachel Seaman*, who are also entitled to a share in the prize money, will be forwarded by her commander by the first opportunity.

I am, respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Master, Commanding.

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

Order of Commodore Bell, U. S. Navy, to Commander Alden, U. S. Navy, commanding U. S. S. Richmond.

U. S. S. BROOKLYN,
Off Mobile, October 7, 1862.

SIR: You will proceed to Pensacola with the U. S. S. *Richmond* to fill up with supplies of coal, wood, and water. Upon your arrival there report to Admiral Farragut.

Respectfully, etc.,

H. H. BELL,
Commodore.

Commander JAMES ALDEN,
Commanding U. S. S. Richmond.

Commendatory letter from Rear-Admiral Farragut, U. S. Navy, to Commander Swartwout, U. S. Navy.

FLAGSHIP HARTFORD,
Pensacola Bay, October 7, 1862.

SIR: In reply to your wish to know if you have performed your duty to my satisfaction since your arrival on the station under my command, I have to state that you have, so far as came under my knowledge, as faithfully and with as much capacity in the difficult position in which you were placed at the mouth of the Rio Grande as any officer could have done.

I considered that you acquitted yourself with ability and judgment, and regret that any circumstance should make it necessary for you to call on me for such a letter at this time.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Commander S. SWARTWOUT,
Commanding U. S. Sloop Portsmouth, Near Carrollton, La.

Letter of censure from Rear-Admiral Farragut, U. S. Navy, to Commander French, U. S. Navy, commanding U. S. S. Albatross.

FLAGSHIP HARTFORD,
Pensacola Bay, October 7, 1862.

SIR: Your dispatch* has been received in relation to the condition of your vessel and your reference to the report of your surgeon for your appearance at Pensacola.

To no one is the stern duty of fault-finding more painful than to myself, particularly in such cases; but lest a misapprehension of an officer's duty under such circumstances should lead him or others into a fatal error at some future time, it becomes necessary to remind you that the surgeon is confined to pointing out to you the best manner of preserving the health of the crew, but you are to be the judge of how far your duty to your country and the service will justify your acceding to it.

You were sent to blockade the Rio Grande, and you had no right to leave that station until regularly relieved by some other vessel. Our duties in war are imperative, and we are as much bound to face the fever as the enemy, and to face both when necessary in our duty.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]
Rear-Admiral.

Commander H. FRENCH,
Commanding U. S. S. Albatross.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, giving names of vessels boarded and spoken while blockading Berwick Bay.

U. S. S. HATTERAS,
Blockading Berwick Bay, October 7, 1862.

SIR: I have the honor to enclose monthly and quarterly returns.

Having taken in three months' provisions at New Orleans, with such stores as I could obtain upon requisition, and supplied myself with fuel along the Mississippi banks, and coal (312 tons) from the ship *Carioca*, I departed for this tiresome station early last month.

On the 9th of September I boarded the American brigantine *N. Berry*, prize to the U. S. brig *Bohio*, from Matamoras, with part of a cargo of hides, etc., having left her master on shore and escaped with some Texan refugees, including General [A. J.] Hamilton, whom the rebels were endeavoring to capture, bound for the South West Pass.

The general confirmed the statements of prisoners that I have taken in regard to outrages perpetrated upon Union men in Texas, and thinks that with a small force, having arms and ammunition to arm those friendly to our cause in Texas, that they would soon drive out the rebels.

On the 10th spoke the American ship *Charles Sprague*, Pike, in ballast, from Vera Cruz, bound to New Orleans; loss of mate and one man; suspect yellow fever.

On the 13th boarded the Mexican schooner *Jicaltipec*, from Matamoras, cargo of cotton, bound to New Orleans, in distress, having a

* See p. 290.

crew of 10 men and 10 Texan refugees on board; 6 of the latter U. S. soldiers who had escaped from prison in Texas, where, with some 50 others, they have been incarcerated since the commencement of the rebellion. Furnished them water and provisions, unshipped and repaired their rudder, etc., and parted company the following day.

On the 15th spoke the rebel schooner *Rambler*, with 60 bales of cotton, out of Sabine, prize to the U. S. S. *Connecticut*, bound to Ship Island, in charge of a master's mate and prize crew; were some 30 miles out of their reckoning; pointed them fair, and parted company.

On the 20th spoke the U. S. mortar schooner No. 19—*Janes*—bound to Galveston.

On the 21st saw U. S. schooner *Rachel Seaman*, bound west, and soon after spoke the U. S. S. *Kensington*, Crocker, in company, bound to the Sabine.

On the 2d October boarded the schooner *Gino*, of Havana, 52 tons, out of Berwick, with 115 bales of cotton, under English colors, W. S. Brown, master, J. F. Allen (and wife), of New York, part owner and supercargo, and a crew of 3 men, having a special permit from General Butler, as per enclosed copy. Also the following papers not copied:

1st. A declaration of ownership as British property, signed by Mr. Crawford, English consul at Havana.

2d and 3d. Provisional certificate of registry No. 52, dated at Havana, April 2, 1862, and a transfer and sale from A. Damarien, of Havana, to J. B. Murison, English resident at New Orleans, for the sum of \$4,000.

4th. Permit from G. S. Denison, special agent of the collector at New Orleans, dated July 25, 1862, to Captain Raphael Fortin, to proceed to Berwick and bring said schooner *Gino* to New Orleans.

5th and 6th. Clearance and bill of health, dated at Franklin, La., September 26, 1862, and signed R. [H.] McMillan, collector. The port of Havana being specified in the clearance; had no log book.

Copy of permit.

Special order.]

BERWICK BAY, August 28, 1862.

Permission is granted to J. F. Allen to take on board the schooner *Gino*, at this place, 200 bales of cotton and to run the same to the port of Havana or Nassau.

By command of—

MAJOR-GENERAL R. TAYLOR,
Commanding District of Western Louisiana.

P. E. BONFORD,

First Lieutenant and Aid-de-Camp.

The Confederate authorities would not, of course, clear a vessel loaded with cotton for the United States. Hence in all deceptive transactions of this nature it may become a difficult matter for the blockading officer to decide how far he is bound by the evidence in the case to credit verbal representations or respect special permits of our military authorities, which, to say the least, appear to me informal and improper, and for this reason I should be glad to have your views or instructions for further guidance.

In this case, from all the evidence adduced, the small number of the crew, and the quantity of provisions on board, there are strong reasons for believing that the vessel is actually bound to New Orleans, and I have concluded that if I adopted a contrary belief and sent her home for adjudication it would only result in delay, trouble, and expense to the Government and her final restitution.

Yesterday I again spoke this vessel, driven back by head winds, and supplied her with some water and a few articles.

I am, respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Division, Gulf Blockading Squadron.

[Enclosures.]

Special permit.]

HDQRS. DEPARTMENT OF THE GULF,
New Orleans, August 18, 1862.

The bearers, J. F. Allen and W. S. Brown, have permission to leave this city and proceed to Berwick Bay to load the schooner *Gino* with cotton and provisions and return here.

All officers of this department are directed to give safe conduct to said schooner and crew.

BENJAMIN F. BUTLER,
Major-General, Commanding.

HEADQUARTERS ST. MARTIN,
Berwick Bay, September 28, 1862.

Permit the schooner *Gino*, W. S. Brown, master, and crew of 7 persons, to pass our lines on voyage to Havana and a market.

E. I. KING,
Lieutenant, Commanding Post, Berwick Bay.

Case of the British steamer Blanche, burned in the Spanish harbor of Marianao, Cuba, October 8, 1862.

Letter from the Secretary of State to the Secretary of the Navy requesting information on the subject.

DEPARTMENT OF STATE,
Washington, October 20, 1862.

SIR: The Spanish minister has orally made a representation to this Department on the subject of the recent chasing ashore on the island of Cuba by a United States steamer of a vessel called the *Blanche**, alleged to have been under the British flag. He said that there was great excitement at Havana on the subject. The name of the United States steamer was not known.

I will thank you for any information upon the subject which the Navy Department has or may receive.

I have the honor to be, sir, your obedient servant,
WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

*Late the Confederate steamer *General Rusk*.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, requesting to be informed of the circumstances in the case.

NAVY DEPARTMENT, *October 28, 1862.*

SIR: His Excellency Señor Don G. G. [y] Tassara, minister plenipotentiary of her Catholic Majesty the Queen of Spain, has addressed the Secretary of State officially in reference to the chasing ashore and the destruction of the merchant ship *Blanche*, on the 7th instant, by a steamer supposed to be the U. S. gunboat *Montgomery*, within the territorial jurisdiction of the Island of Cuba.

Extracts from the communication of Mr. Tassara, and copies of the papers accompanying it, detailing the circumstances of the affair, are herewith transmitted. As yet this Department has received nothing on the subject.

You will, without delay, institute a full and rigorous enquiry into the conduct of the commander of the *Montgomery* and other officers concerned with reference to the *Blanche*, and forward the report thereof to the Department by the first opportunity.

The pilot, claimed as a Spanish subject, who was taken from the *Blanche* and is supposed to be on board the *Montgomery*, you will have released forthwith, if not guilty of crime.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral DAVID G. FARRAGUT,
Commanding West Gulf Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of Commander Hunter, U. S. Navy, commanding U. S. S. *Montgomery*, and other papers.

No. 261.]

FLAGSHIP HARTFORD,
New Orleans, November 25, 1862.

SIR: In reply to your communication of October 28, relative to the burning of the steamer *Blanche*, I have to report that I understood from Commander Hunter that he had already reported the affair to the Department, and that his reports to me (herewith enclosed) were merely for my own information.

The Spanish pilot was put on board a vessel bound into Havana the same day he was captured.

I forward herewith the report of Commauder Hunter, that of the officer who boarded the *Blanche*, and the deposition of one R. F. Clement, an English passenger from the coast of Texas.

I will order a court of enquiry in this case as soon as practicable.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Report of Commander Hunter, U. S. Navy, commanding U. S. S. *Montgomery*.

U. S. S. MONTGOMERY,
Pensacola, October 11, 1862.

SIR: I have the honor to report the arrival of this vessel at this place. We left New York at 2 p. m. on the 29th ultimo, came through Providence Channel, and arrived off Havana the night of the 6th instant. I went on shore on the next morning, the 7th, saw our consul-general, Mr. Shufeldt, and left the city before noon and came aboard and proceeded west along the shore of Cuba. At 2 p. m. the same day, the 7th, saw a steamer to the south of us standing eastward, very near the shore. We went toward the shore southward and eastward to cut her off. At 2:10, when about 2½ miles from her, fired a blank cartridge toward her. She hoisted English colors, but did not stop. In loading the rifled gun with shell, the shell got jammed in it. At 2:20 fired the shell toward the steamer; the shell struck the water only about 600 yards from us. The strange steamer then stopped her engines, headed for the shore, and anchored. Two armed boats with 20 men, under charge of Acting Volunteer Master Arthur, then (2:30) left us, with orders to board the strange steamer and examine her papers, and if a rebel, or her papers not regular, to bring her out. The boats reached the steamer at 3. Before they got to her a boat from the shore had gone on board, and a Spanish flag was set over the English. A few moments after our boats got to the vessel smoke was seen to come from below, and soon the flames burst out, and our boats returned on board. Seeing the vessel nearly consumed, I proceeded on my course.

When our boats were leaving the burning steamer, two men jumped from her into them, and were brought on board; one a Spanish pilot, whom the steamer had taken aboard at the west end of Cuba; the other, a person named Clement, representing himself as a British subject, a passenger on board. That night (7th) I sent the Spanish pilot on board a small Spanish vessel bound to Havana, and have brought the person Clement to this place. I enclose the papers which the captain of the steamer handed to the boarding officer, and which were not returned, 1st, a provisional register; 2d, a certificate of ownership; 3d, a crew list of a vessel called the *Blanche*, formerly the *General Rusk*. I rejoice greatly that this notorious rebel vessel is destroyed.

I enclose a statement or deposition of the passenger Clement which may be useful if an attempt is made to charge us with the destruction of the vessel. I enclose a list of vessels boarded on our passage from New York, as also report of the officer that boarded the *Blanche*.

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

CHARLES HUNTER,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, Pensacola.

Report of Acting Master Arthur, U. S. Navy, boarding officer.

U. S. S. MONTGOMERY, October 7, 1862.

SIR: In obedience to your orders I left the U. S. S. *Montgomery* at 2:30 p. m. of this day, in charge of first and second cutters, accom-

panied by Acting Ensigns Putnam and Wiley, and proceeded with all dispatch for a steamer inshore of us, supposed to be a Confederate vessel, and run on shore for the purpose of escaping from us. On nearing her, perceived that she had a Spanish ensign hoisted over an English ensign. At about 3 p. m. I went alongside in the first cutter, and on boarding her I met a person who represented himself as the captain of the said vessel. I asked him why he was on shore, and he only shrugged his shoulders for an answer. I then asked him what his cargo was, and he said "Cotton." I then asked to see his papers and he immediately brought me a certificate of ownership and the crew list or shipping papers of a vessel called the *Blanche*, whose foreign name was the *General Rusk*. After looking over his papers and not deeming them sufficient indication of the truth under the circumstance, I ordered an assistant engineer (attached to the *Montgomery*, whom I had also taken with me) to the engine room to take charge of the engine for the purpose of trying to get her afloat again.

By this time Mr. Putnam, in the second cutter, had come alongside. The engineer soon got the engine working, reversed, and the steamer had commenced to move, though very slowly, when Mr. Putnam reported to me that the steamer was on fire, and almost instantaneously the smoke was issuing from every crack and crevice from below. I immediately ordered Mr. Putnam forward with one boat to take off the men who were forward, and got the rest of our men into the other boat and shoved off from her.

The flames were now bursting out from every part of the vessel, and in attempting to pass between her and the shore on her starboard side, we, who were in the boat, were in great danger of being burned. On getting forward, on her starboard bow, I found Mr. Putnam had succeeded in getting all our men who were there into his boat, and also two men from the burning vessel who did not belong to us. I then pulled around her bows to get to windward of her, and found a boat from the shore with the remainder of the vessel's crew already shoved off from her and nearly on shore, which was but a few yards distant. The steamer was now a complete sheet of flame, and not deeming it prudent to lie too near her, for fear of the explosion of her boilers, I ordered the boats to pull a short distance from her and lie by; we remained until her masts burned off and fell, and then made the best of our way to the *Montgomery*.

During the time of our stay on board the *Blanche* not one of our men went below her deck, and she must have been fired by some of her own crew, and from the rapidity with which the fire spread, everything must have been in readiness beforehand. We had not been on board ten minutes before it was perceived she was on fire, and then the flames were bursting through her deck and sides. Not having returned to the captain the papers he had shown me, and in the confusion he having escaped to the shore, I retained them and brought them on board.

I am, very respectfully, your obedient servant,

CHARLES G. ARTHUR,
Acting Master, U. S. S. *Montgomery*.

Commander CHARLES HUNTER,
U. S. S. *Montgomery*.

Deposition of Robert F. Clement, passenger.

I, Robert F. Clement, a resident of Indianola, in the State of Texas, in the United States of America, and claiming to be a subject of her Britannic Majesty, being born in Bath, England, in the year of our Lord 1816, do solemnly swear that I embarked on board the steamer *Blanche*, having a provisional register signed by John V. Crawford, her Britannic Majesty's acting consul-general in Cuba (the foreign name of said steamer was the *General Rusk*; that she was built in Delaware, in the United States, in 1857), on or about the 29th day of September last, at Indianola, Tex., in the United States of America; that we sailed from the said port of Indianola on the same day, the 29th of September last, and pursued our way toward and for the port of Havana, in the Island of Cuba; that on the 7th of this month, when about 9 miles from the port of Havana, we met a United States vessel, the *Montgomery*; that the captain of the *Blanche*, whose name is R. N. Smith, ordered the vessel to make for the beach, which was near or opposite the village of Mariel, about 7 or 8 miles from the port of Havana; that the *Blanche* was anchored very near the shore, so near that her stern touched; that when the captain of the *Blanche* saw two boats approaching from the *Montgomery*, he caused the *Blanche* to be forced on shore with her engines, slacking her cable; that about ten minutes after the men from the *Montgomery's* boats came on board the flames burst out from all parts of the lee side of the vessel except a small space forward and aft; that I escaped from the burning vessel in a boat from the *Montgomery*; that the said captain, R. N. Smith, told me before I embarked on board the *Blanche* that he was determined to destroy the vessel rather than have her taken by a United States vessel; that it is my firm and entire belief and conviction that the said *Blanche* was fired by order of the captain, by the crew or officers on board of her; that the said *Blanche* was laden with about 500 bales of cotton on board, which was put on board at Lavaca, in the State of Texas, United States.

ROBT. F. CLEMENT.

Sworn to before me, on board the U. S. S. *Hartford*, October 11, 1862, Bay of Pensacola, Fla.

JAS. M. PALMER,
Captain, U. S. Navy.

Witness:

JAMES ALDEN,
Commander, U. S. Navy.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, transmitting order to the executive officer of the U. S. S. *Montgomery* to relieve Commander Hunter, U. S. Navy, of command.

NAVY DEPARTMENT, December 9, 1862.

SIR: The Department addressed you a letter on the 28th of October last on the subject of the destruction of the *Blanche* and the charges preferred against Commander Charles Hunter, of the *Montgomery*. The question involved is one of grave importance, and has become aggravated from neglect on the part of Commander Hunter to make report. The Spanish minister, by order of his Government, has caused this subject to be brought repeatedly to the attention of this

Department. Although the destruction of the *Blanche* took place two months ago, no report has been received by this Department from either Commander Hunter or yourself. As you were addressed on this subject and have never made report, I am apprehensive that Commander Hunter has been delinquent and guilty of neglect to you and the Department.

The subject has now become of so serious a character that extraordinary measures are demanded. The Spanish Government is dissatisfied with the delay that has taken place, and insists on explanation and satisfaction and a course of proceedings in relation to the alleged offense that will atone to Spain for the indignity which she thinks she has received.

Under the remonstrance of the Spanish minister and the pledge of the State Department that the subject should be promptly investigated, and in the absence of any report from Commander Hunter or yourself, I have no alternative but to detach him from his command and to order the *Montgomery* home, that the subject may undergo legal investigation.

An order detaching him is herewith transmitted. A duplicate of it will be intrusted to the commanding officer of the *Circassian*, to be delivered to Commander Hunter should the *Montgomery* be fallen in with before the *Circassian* communicates with you.

The executive officer of the *Montgomery* will bring home that vessel with all the witnesses in the case of the *Blanche*. An order to that effect is herewith inclosed.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Pensacola, Fla.

[Enclosure.]

NAVY DEPARTMENT, *December 9, 1862.*

SIR: Commander Charles Hunter has been ordered to turn over the command of the *Montgomery* to you, and as soon as he shall have done so, you will proceed with that vessel with all practicable dispatch to New York, bringing with you all the witnesses on board in the case of the *Blanche*.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Executive Officer U. S. S. MONTGOMERY,
Western Gulf Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, exonerating Commander Hunter, U. S. Navy.

No. 269.]

Flagship HARTFORD,
New Orleans, December 10, 1862.

SIR: I have the honor herewith to enclose the report* of the investigation into the burning of the steamer *Blanche*, called for in your communication of October 26[?].

* Omitted as not necessary to publish. This board of three officers examined the officers and crew of the U. S. S. *Montgomery* and submitted the testimony.—COMPILER.

I am fully satisfied that the vessel was set fire to by her own officers and crew. Commander Hunter is an excellent and most vigilant officer, and was only anxious to do his duty. I have no doubt if he could have gotten the *Blanche* off he would simply have examined her papers and let her go, if it were right so to have done.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of State to the Secretary of the Navy, transmitting letter from the British minister, making accusation of compulsion employed in getting statement from Robert F. Clement.

DEPARTMENT OF STATE,
Washington, January 10, 1863.

SIR: I have the honor to communicate a copy of a note of the 8th instant, addressed to this Department by Lord Lyons, her Britannic Majesty's envoy extraordinary and minister plenipotentiary, representing that Commander Hunter, of the *Montgomery*, obtained the signature of the Englishman, Clement, to the deposition which he made in Pensacola, secretly and surreptitiously, and that compulsion was exercised to induce him to sign that document. I will thank you to cause these charges also to be investigated by the proposed court-martial on Commander Hunter.

I am, sir, your very obedient servant,

WILLIAM H. SEWARD,
[Secretary of State.]

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from the British minister to the United States to the Secretary of State.

WASHINGTON, *January 8, 1863.*

SIR: Since issuing the orders on which the note which I had the honor to address to you on the 9th of last month was founded, her Majesty's Government have received an official report of a statement made to Mr. Crawford, her Majesty's acting consul-general at Havana, by Mr. Clement, the British subject who was carried off by the U. S. ship *Montgomery* when the steamer *Blanche* was destroyed by fire on the coast of Cuba.

It appears that Mr. Clement informed Mr. Crawford that on his arrival at Pensacola on board the *Montgomery* he was repeatedly examined and cross-questioned on several consecutive days with regard to the affair of the *Blanche*, the chief object of these examinations being to get him to say that he thought that the *Blanche* had been set fire to by her own crew; and, further, that as he declined making any such statement, inasmuch as he did not know who had set the ship on fire, he was detained as a prisoner by Commander Hunter until he signed a declaration to the required effect.

It appears, moreover, that Mr. Clement assured Mr. Crawford that he affixed his signature to the declaration in order to obtain his

freedom; that the signature was obtained from him by Commander Hunter in a secret and surreptitious manner, and that he considered the declaration thus extorted from him as void, and of no effect whatever, and the more so because during the time the *Montgomery's* men were on board the *Blanche* he was on the after part of the upper deck, guarded by a file of armed men, and consequently could not possibly know by whom the ship was set on fire.

In the note to which I have referred I had the honor to inform you that her Majesty's Government were confident that full compensation would be made for the detention of Mr. Clement. I am now directed by her Majesty's Government to ask also for an apology from the Government of the United States for the compulsion exercised upon Mr. Clement to induce him to sign at Pensacola a false statement of the circumstances relating to the destruction of the *Blanche*.

I have the honor to be, with the highest consideration, sir, your most obedient humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, etc.

Letter from the Secretary of State to the Secretary of the Navy, commenting upon the charges and specification of charges.

DEPARTMENT OF STATE,
Washington, January 19, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 15th instant, accompanied by a draft of charges and specifications of charges upon which it is proposed to arraign before a court-martial Commander Charles Hunter, late of the U. S. S. *Montgomery*. I see nothing in the paper which requires change, except that the place where the insurgent steamer *General Rusk* was burned is called Marianao, and not Mariando. A copy of these charges has also been communicated to the English and Spanish ministers here, who, in their answers on the subject, have offered no objections to them.

The paper is herewith returned, agreeably to your request.

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

WILLIAM H. SEWARD,
[Secretary of State.]

Hon. GIDEON WELLES,
Secretary of the Navy.

Abstract log of the U. S. S. *Montgomery*, Commander Charles Hunter, U. S. Navy, commanding.

September 24, 1862.—At 2 p. m. ship put in commission [navy yard, New York].

September 29.—Got underway and proceeded down the bay.

October 8.—At 12:30 a. m. stood in for the Morro. At 1:10 took the captain on board and kept away to the westward. At 2 saw a steamer inshore of us; fired a blank cartridge from the rifled gun, but she would not stop. At 2:20 a shell being jammed in the rifled gun, fired it toward the rebel steamer; the shell struck 600 yards from ourselves only. She then showed English colors and stopped her engine, head-

ing in for shore. At 2:30, thinking her on shore, sent in two boats, armed, in charge of Acting Master Arthur, to examine her. At 3 the boats boarded her and it was almost immediately perceived that she was on fire. Got men into the boats again and in ten minutes she was in one solid sheet of flame. Two men from the steamer got into one of the boats and were brought to this vessel. The steamer was the *General Rusk*, from Indianola for Havana, with cotton cargo. At the time of the boats boarding her she was solid aground. At 3:45 boats returned; took them up and kept away down along the coast, keeping a safe distance from land. At 4:30 p. m. saw a sail to the west. At 6:30 sent a boat to the strange vessel. At 6:45 boat returned and reported her to be the *Comet*, of Nassau, from Matamoras for Havana, cotton. Took up boat, made sail, and kept ship on her course. At 9:30 boarded schooner *Espedita*, of and from Havana, and put one of the strange men on board of her; he was a Cuban. At 9 kept ship on her course.

October 11.—At 2:30 a.m. anchored in Pensacola Bay.

January 2, 1863.—By order of the Secretary of the Navy, Commander Hunter turned over the command of this vessel to the executive officer, Acting Master George H. Pendleton.

January 12.—Anchored off the navy yard, New York.

Charges and specifications of charges preferred by the Secretary of the Navy against Charles Hunter, a commander in the Navy of the United States.

CHARGE I. Violating the territorial jurisdiction of a neutral government.

Specification 1.—In this, that on or about the 7th day of October, in the year 1862, the said Commander Charles Hunter, being then in command of the U. S. S. *Montgomery*, off or near the town of Marianao, on the coast of the island of Cuba, dispatched from the said steamer two boats, with officers and men, armed, for the purpose of seizing and taking forcible possession of a steamer or vessel called the *Blanche*, which was then lying aground on the shore of the island of Cuba, or close to said shore and manifestly within a marine league of said shore, and within the territorial jurisdiction of the Spanish Government, and having the Spanish and British flags hoisted; which armed force, so dispatched by the said Commander Hunter and acting under his orders, did accordingly take forcible possession of the said steamer *Blanche* within the territorial jurisdiction of the Spanish Government, and did so take possession notwithstanding the remonstrance and warning of a Spanish civil officer or alcalde, then present on board the said steamer *Blanche* for the protection thereof, and did defy and insult the said Spanish officer and did forcibly take away from the said steamer Ramon Arbela, a Spanish subject, and Robert F. Clement, a British subject, detaining them as prisoners.

Specification 2.—In this, that on or about the 7th day of October, in the year 1862, the said Commander Charles Hunter, having taken forcible possession of the steamer *Blanche*, within the territorial jurisdiction of the Spanish Government, as set forth in the first specification of this charge, did cause the said steamer *Blanche* to be set on fire and consumed with a valuable cargo then on board.

CHARGE II. Scandalous conduct tending to the destruction of good morals.

Specification.—In this, that on or about the 11th day of October, in the year 1862, the said Commander Charles Hunter, being then in command of the U. S. S. *Montgomery*, in the Bay of Pensacola, and having under his control the person of Robert F. Clement, a British subject, who had been taken away from the steamer *Blanche* by an armed force, acting under the orders of said Hunter, did extort from the said Clement a statement on oath to the effect that the steamer *Blanche* had been set on fire by her own crew; and did, in a secret and surreptitious manner, obtain the signature of said Clement to an affidavit or declaration to that effect, he, the said Commander Hunter, knowing that the said Clement had refused voluntarily to make the said statement, and had declared that he did not know by whom the steamer *Blanche* had been set on fire.

GIDEON WELLES,
Secretary of the Navy.

NAVY DEPARTMENT,
January 20, 1863.

Finding of the court-martial.

NAVY YARD, BOSTON,
Monday, February 16, 1863.

The court met at 11 o'clock, pursuant to adjournment. Present, the president and all the members of the court and the judge-advocate.

The accused and his counsel are not present.

The record of the proceedings of Saturday last is read and approved by the court.

The evidence in the case being closed and the defense of the accused having been heard, the court is closed for deliberation.

And upon careful examination of the evidence adduced and the defense of the accused the court finds:

That the first specification of the first charge is proved in part, to wit, so much of the same as is contained in the following words:

“In this, that on or about the 7th day of October, in the year 1862, the said Commander Charles Hunter, being then in command of the U. S. S. *Montgomery*, off or near the town of Marianao, on the coast of the island of Cuba, dispatched from the said steamer two boats, with officers and men, armed, for the purpose of seizing and taking forcible possession of a steamer or vessel called the *Blanche*, which was then lying aground on the shore of the island of Cuba, or close to said shore and manifestly within a marine league of said shore, and within the territorial jurisdiction of the Spanish Government, and having the Spanish and British flags hoisted; which armed force, so dispatched by the said Commander Hunter and acting under his orders, did accordingly take forcible possession of the said steamer *Blanche* within the territorial jurisdiction of the Spanish Government,” with the exception that it is not proved that the Spanish flag was flying with the British flag on board the *Blanche* when the boarding boats left the *Montgomery*.

As to the remainder of said specification the court find that the same is not proved.

As to the second specification of the first charge, the court find that the same is not proved.

Of the first charge the court find the accused to be guilty.

As to the specification of the second charge the court find that the same is not proved.

Of the second charge the court find the accused not guilty, and do honorably acquit him of the same.

The court having found the accused, Charles Hunter, commander in the Navy of the United States, guilty as heretofore recorded, do adjudge that he, the said Charles Hunter, be dismissed from the naval service.

SAML. L. BREESE,
Rear-Admiral and President.

HENRY EAGLE,
Commodore and Member.

J. L. LARDNER,
Commodore.

JAMES GLYNN,
Captain.

JOHN POPE,
Captain.

THOS. T. CRAVEN,
Captain.

CHARLES GREEN,
Captain.

HARVEY JEWELL,
Judge-Advocate.

Approved:

ABRAHAM LINCOLN.

JUNE 19, 1863.

The court having thus found Commander Charles Hunter guilty of violating the integrity of neutral and friendly territory, and having adjudged a punishment adequate to the character and nature of the offense committed, would in consideration of the zeal and general good character as an officer of Commander Hunter, and of the fact that it appears that in the ardor of chase and in the desire to serve faithfully his Government, he passed into neutral waters to board a vessel which had by her action and maneuvers rendered herself justly suspicious, and of all the circumstances attending the transaction, respectfully recommend Commander Hunter as deserving the clemency of the Executive.

SAML. L. BREESE,
Rear-Admiral.

HENRY EAGLE,
Commodore.

J. L. LARDNER,
Commodore.

JAMES GLYNN,
Captain.

JOHN POPE,
Captain.

THOS. T. CRAVEN,
Captain.

CHARLES GREEN,
Captain.

Letter from C. J. Helm, esq., to the Secretary of State of the Confederate States, transmitting statement regarding the outrage committed by the U. S. S. *Montgomery* with protest of captain and crew of steamer *Blanche*.

HAVANA, October 23, 1862.

SIR: I have the honor to enclose herewith a copy of my note to the Hon. J. M. Mason, informing him of the recent outrage committed by the Federal cruiser *Montgomery* in boarding with an armed force and burning the British steamer *Blanche* in the Spanish harbor of Marianao, a piratical act more aggravated than the forcible abduction of our commissioners from the English mail steamer *Trent*, and a copy of the protest of the captain and crew of the *Blanche*, which will place you in possession of all the facts connected with this unprecedented disregard of the rights of neutrals by a belligerent. It may be proper to remark in this connection that at the earliest moment I communicated on the subject with Judge Rost, at Madrid, and that his excellency, the captain-general, feeling the outrage very keenly, by the same mail forwarded to his Government a full history of this and other insults to the Spanish flag by the Federal fleet cruising in the Gulf of Mexico.

I regret very much to inform the Department that General Serrano will retire from Cuba in a few weeks, for I know he has constantly urged upon his Government the propriety of an immediate recognition of the Confederate States. He informs me, however, that his successor is a very high-toned gentleman, and that he will personally present me to him, and I hope to make him our friend, should he not already be so. While the change may or may not affect us here, I am assured General Serrano, in Spain, will be of great service to us. He will make personal representation of the condition of affairs and urge Spain to act promptly, even should England and France hold back.

Public sentiment is growing stronger each day in our favor, and our friends here are sending into the Confederate States all such articles of necessity as can be obtained in Havana as rapidly as they safely can, and recently very few vessels have been captured by the blockading squadron.

A large number of persons are coming to this place from New Orleans.

I have the honor to be, with great respect, your obedient servant,
CH. J. HELM.

Hon. J. P. BENJAMIN,
Secretary of State, Richmond.

[Enclosure.]

HAVANA, October 23, 1862.

MY DEAR SIR: It becomes my duty to inform you of another outrage committed in Spanish waters by a Federal cruiser more aggravated than any previous violation of neutral rights by the Yankees, and which, in my opinion, is indefensible, and does not admit of apology. The history of this piratical outrage, the firing at the English steamer *Blanche* when within 1 mile of the Cuban shore by the Federal gunboat *Montgomery*, the following and boarding her when aground in the harbor of Marianao, the burning her, the insults to the English and Spanish flags, the abuse of the Spanish officials, the abduction of Spanish and English citizens, and other facts are given in the protest of the captain and crew of that English steamer, of

record in the British consulate at Havana, a copy of which I have the honor to enclose herewith.

His excellency the captain-general has laid all the facts connected with this outrage before his Government and the Spanish minister at Washington, and Mr. Crawford, the acting British consul-general here, has also communicated on the subject with his Government.

A large majority of the people of Cuba, including the chief officials, exhibit great indignation at what they conceive to be an insult too great to be submitted to, even though the most humble apology should be offered by the Federal Government, and the subjects of her Britannic Majesty are no less clamorous for redress.

It affords me great pleasure to repeat to you that the Confederate cause is more popular here now than it has been at any time since we began our struggle for independence.

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

CH. J. HELM.

Hon. J. M. MASON,
London.

Protest of captain and crew of the steamer *Blanche*.

Know all men by this public instrument of protest, that on the 10th day of October, in the year of our Lord 1862, at the office of the British consulate at Havana, before me, John Vincent Crawford, esquire, her Britannic Majesty's acting consul-general in Cuba, personally appeared Robert Nelson Smith, the master; William Scrimgeour, the mate, and August Lawrence, seaman, all of and belonging to the British steamship *Blanche*, of 417 tons, George Wigg, of Liverpool, owner, provisionally registered on the 30th day of July last at this port, and being severally sworn upon the Holy Evangelists of Almighty God, declared that they [were] on board of the said vessel, she then being tight, staunch, and strong, well fitted and provisioned, and in every respect complete for their then intended voyage, and being laden with a cargo consisting of 583 bales cotton, got up steam and departed from Port Lavaca, Tex., on the 29th day of September last, and proceeded on their voyage toward this port of Havana, there not being any blockading ship at the time off the entrance to Matagorda Bay, nor had there been any, to the best of their knowledge and belief, for several weeks previously. That they made the Island of Cuba on Saturday, the 4th instant, about 30 miles east of Cape San Antonio, and that finding themselves rather short of coals they crossed inside the Colorado Reefs at Cayo Levisza, and reached La Mulata on Sunday morning, the 5th, about 10 o'clock, where they remained until the next morning. That having obtained some fuel, and having engaged a coast pilot, they got underway and proceeded to within 15 miles of Bahia Honda, anchoring for the night inside the reefs. That on Tuesday, the 7th instant, they again weighed anchor and continued their voyage, clearing the reefs and keeping within 1 mile from the shore. That they observed a large Spanish screw frigate come out of Mariel and proceed in the direction of Havana, and that when they were about 9 miles from the Morro Castle they discovered a steamer to the northeast, apparently leaving Havana and steering about northwest. That about 1:30 p. m. they saw the Spanish frigate enter

past the Morro, and immediately afterwards they noticed that the strange steamer had altered her course and was bearing down upon them. That when within 4 or 5 miles the stranger hoisted the United States flag and fired a gun, upon which they showed the British ensign at the peak. The American vessel shortly afterwards fired another gun and steered in such a direction that it was evident that she wished to intercept the *Blanche*. That, seeing the United States vessel's hostile intention, in spite of the *Blanche's* being in Spanish waters, the master considered it prudent to run into Marianao Creek, and did so, anchoring about 300 yards from the beach. That the Spanish pilot then went on shore and returned, accompanied by the alcalde de mar and his son, who was the only Spanish official on the spot, and the master having claimed his protection the alcalde de mar hoisted the Spanish flag at the peak over the British ensign to show that the *Blanche* was under the protection of the authorities and within the jurisdiction of her Majesty the Queen of Spain. That during this time the steamer bearing the United States flag had arrived and was lying abreast of them, and observing that two boats full of armed men were leaving her and coming toward the *Blanche*, Captain Smith deemed it necessary for the preservation of the ship and cargo to slip the cable and to run in under full steam, the ship taking the ground about 30 yards from the beach. That they were fully warranted in their apprehensions of the hostile intention of the United States vessel, for the two armed boats followed them and took possession of the *Blanche*, the boarding officer demanding the ship's papers, which were handed to him by the master. He then enquired what was the cargo. The master replied, "Cotton." The officer said, "Don't you know that cotton is contraband of war?" to which the master answered "No; not that I am aware of, on board of a British ship, and in a neutral port." The master asked the boarding officer what vessel he belonged to and what right he had to board a British ship within neutral waters. The officer replied that he belonged to the United States steamer *Montgomery*; that he did not care about any protection from the Spanish authorities or flag as extended to the ship; that he had orders to take her wherever he could find her, and that he would do so and send the crew as prisoners on board the *Montgomery*. That he would not discuss as to his right to do so, but would leave that point to be settled afterwards by the two Governments. It was in vain that the master remonstrated and protested against such violence and outrage, stating that he had placed the ship under the protection of the Spanish authorities. The boarding officer said that he had orders to take the ship at all hazards, and he then told the master to consider his ship a prize and himself and crew as prisoners. He ordered all hands on deck, setting sentries in all parts of the ship, and threatening to shoot any of the crew who attempted to stir, several pistol shots being actually fired, but fortunately without hitting anybody, although one ball passed through the panel of the stateroom door. He asked the crew if they did not wish to join the United States Navy, to which they all answered in the negative. He then ordered an engineer, whom he had brought with him, to take charge of the engine and try and back the ship off. The master's protest against these arbitrary proceedings was completely disregarded, and the Spanish alcalde de mar having also protested in Spanish against the violation of territory

and the insult to his country's flag, the boarding officer answered insultingly that he did not care for any Spanish authority nor for the Spanish flag, and then peremptorily ordered the alcalde to leave the ship. That the Spanish official not complying immediately, he was forced toward the ship's side, one of the men actually striking the alcalde's son in the face, and both father and son were indignantly and violently compelled to get into their boat, the armed men pointing pistols at them and using threats toward them. That a few minutes after these occurrences, the ship not showing any signs of moving, smoke was seen suddenly to issue from the lower deck near the engine room, and in a very short time the ship was discovered to be on fire, the flames spreading with great rapidity. That some person called out that there was gunpowder on board, upon which the boarding officers and boats' crews of the United States vessel made a rush for their boats, taking with them the Spanish pilot and one of the passengers, and threatening to shoot any of the *Blanche's* men who attempted to get into their boats. That the ship being now in a blaze, they succeeded in lowering the only boat which they had aft, and all the crew having got into it they abandoned the *Blanche* in order to preserve their lives, and reached the shore, although the American boats endeavored to intercept them. That they remained on the beach watching the total destruction of their ship and cargo, the Spanish and the British flags being burned together, the American boats having returned to the steamer in the offing. That they were kindly taken care of by the Spanish authorities, and that having arrived here they now present themselves at this office. Whereupon they, the said appearers, desired to protest, and by these presents do most solemnly protest, against the ship, commander, officers, and the crew under the flag of the United States, who drove on shore, boarded, and set fire to the British steamer *Blanche* in the manner aforesaid, and against the Government of the United States of America, under whose flag, commission, and orders the said ship, officers, and crew are sailing and acting in direct violation of the laws of nations and the rights of neutrals in the waters under the jurisdiction of a neutral power, and far distant from the ports and places which are proclaimed to be blockaded by the naval forces of the United States, for the loss and destruction of the British steamer *Blanche* and her cargo, as well as for all losses which may be consequent thereon, for these appearers swear that all such is owing to the causes aforesaid, and not by reason of any defect or insufficiency of the said vessel or neglect of the master and crew.

R. N. SMITH,
Captain.

WM. SCRIMGEOUR.

^{his}
AUGUST X LAWRENCE.
^{mark.}

Signed and declared before me this 10th day of October, 1862.

JOHN V. CRAWFORD,
Acting Consul-General in Cuba.

Letter from the Secretary of State of the Confederate States to Honorable John Slidell, referring to measures for securing indemnity from the Spanish Government.

DEPARTMENT OF STATE,
Richmond, March 26, 1863.

SIR: You will receive herewith a letter of credence authorizing you to act as special commissioner of this Government at the Court of Madrid. This letter is forwarded to you in consequence of the suggestion in your dispatch No. 26.

Prior to the receipt of that dispatch the President had determined on sending a commissioner to Spain, but on conference with several members of the Senate it became apparent that the unjust action of European powers in refusing us the recognition to which we are so plainly entitled had produced its natural effect, and that there was a marked aversion to any further attempt at communication with them. Indeed, a very serious attempt was made to pass resolutions expressive of the sense of the Senate that our commissioners should be withdrawn from all the European courts, but this was subsequently so far modified as to make an exception in regard to the French mission. The irritation against Great Britain is fast increasing, and we had some trouble in satisfying different Senators that the true interests of our country would suffer from the course they seemed inclined to adopt. It was specially in relation to the danger of having our supplies cut off and our ironclads stopped that we were most anxious. The proposal for withdrawal of our commissioners has therefore been abandoned, but in deference to the prevalent sentiment it is deemed injudicious to increase their number, and the President therefore avails himself of your proposal to proceed to Madrid, inasmuch as there is a pecuniary matter there pending which requires attention immediately.

It is not deemed necessary to give you any special instructions in regard to the general subject of opening a friendly intercourse with Spain and of inducing, if possible, her Catholic Majesty to assume the initiative in forming with us relations which can not but redound to the honor and interest of Spain as well as to our own advantage. Nor is it necessary to dwell upon the expediency of your endeavoring to impress on the minds of the Spanish Cabinet the vast difference between the relations that will connect our Confederacy with Spain and those that have heretofore existed between the United States and the Spanish Government. The general views of the President on this subject are fully developed in the instructions which, by his direction, were addressed by my predecessor, the Honorable R. M. T. Hunter, to the commissioners formerly empowered to treat with that court for the opening of amicable relations. A copy of that dispatch, under date of 24th August, 1861, is herewith forwarded to you. On all other points your correspondence with this Department will have placed you so fully in possession of the policy of the Administration in its conduct of the Government, both at home and abroad, as to render useless any further explanations.

There is one rather unpleasant business matter in which early action seems necessary and to which I invite your attention.

The Confederate Government was the owner of a certain steamer fitted up as a war vessel (although originally a merchantman), named the *General Rusk*, and this vessel, then lying in the harbor of Galveston, was placed by General Hébert, who commanded the Department

of Texas, under the control of Major T. S. Moise, his assistant quartermaster. Major Moise has recently been tried before a court-martial, convicted, and dismissed from the service, and from the evidence on his trial the President has become satisfied that he entered into a fraudulent combination with Robert Mott, J. L. Macauley and his brother ——— Macauley, and Nelson Clements; that under color of procuring supplies for the Government he transferred (utterly without authority) the steamer *General Rusk* to his associates without the payment of any price or consideration to the Government; that he authorized them to put her under the British flag by collusive transfer to some British subject, and to employ her in commerce between the Confederacy and the Port of Havana for the joint benefit of himself and his associates, without stipulating for any freight or charter money in favor of the Government, and without even taking any other security for the return of the vessel to the Government than a bond, signed by his associates themselves, for the sum of \$50,000, which was about one-third of the value of the vessel.

It seems that in the execution of their plan the parties took the *Rusk* to Havana and had her, by some means unknown to this Government, placed under British flag and provided with British papers and had her name changed to the *Blanche*. After one successful round voyage, in which the parties made large profits (both on their outward cargo of cotton and on supplies which they sold to the Government at a heavy advance on the return of the vessel to Texas), the *Blanche* was on her way to Havana with a second cargo of cotton when both vessel and cargo were destroyed on the coast of Cuba within the neutral jurisdiction of Spain by the Federal steamer *Montgomery*, under circumstances of such outrage that the Federal Government was forced, as we understand, to make reparation to Spain by the payment of \$200,000 for the value of the vessel and cargo.

It is also understood that one of the parties to the fraudulent conspiracy against our Government has gone to Europe for the purpose of claiming, as owner, the whole amount of the indemnity accorded by the Government of the United States to that of Spain.

On the above statement of facts it is of course unnecessary to offer any argument in support of the position that the *General Rusk*, or *Blanche*, never ceased to be the property of this Government, and that her transfer by an unfaithful officer of this Government, without authority and to fraudulent associates, and their collusive transfer to some British subject for the purpose of deceiving one of the belligerents in this war, are equally null and void. It is, in like manner, evident that the parties to this fraud who were owners of the cargo on the *Blanche* are responsible to this Government for at least an adequate compensation for the use and risk of the vessel on her previous voyage, and the amount thus due by them to the Government exceeds the value of the cargo destroyed.

Under all the circumstances of the case, this Government being the owner of the vessel, and having just demands against the owners of the cargo, who are citizens of the Confederacy, there can be no question of the right of the Government to receive for proper application the whole amount of the indemnity which Spain has exacted from the United States for account of the owners of vessel and cargo. It is therefore desired by the President that you take the proper measures for securing the payment of the whole sum to this Government.

It does not escape our observation that you may be embarrassed in action on this subject from the fact that, as our independence has not yet been recognized by Spain, the Government of her Catholic Majesty may feel averse to making immediate payment of this amount from apprehension of unfriendly discussions with the United States, if our demand be admitted. Such apprehension could not properly be entertained, for, as this Government has been recognized as a belligerent and Spain has proclaimed her neutrality between the two belligerents, the law of nations justifies her in exacting from the United States reparation for breach of neutrality and justifies us as a belligerent in requiring that due effect shall be given to the neutrality of Spain for the protection of our interests whilst within her territorial jurisdiction. But we care not to urge in the present posture of affairs our rights to their full extent, provided the interests and honor of our country are maintained unimpaired. If, therefore, you find that the Spanish Government, although willing to make us full reparation, should insist with any degree of pertinacity on deferring the final adjustment of the claim till the restoration of peace, it is not deemed politic to press our claim any further than to require an explicit assurance that the money shall not be paid to any other party than this Government without its consent.

I have the honor to be, your obedient servant,

J. P. BENJAMIN,
Secretary of State.

Hon. JOHN SLIDELL,
Paris.

Letter from the Secretary of State of the Confederate States to Charles J. Helm, esq., regarding the claim of the Confederate Government to indemnity.

DEPARTMENT OF STATE,
Richmond, April 15, 1863.

SIR: I desire to call your attention to a matter which has come to the knowledge of this Government and in relation to which some action on your part may become necessary. The facts are as follows:

The Confederate Government was the owner of a certain steamer fitted up as a war vessel (although originally a merchantman), named the *General Rusk*, and this vessel, then lying in the harbor of Galveston, was placed by General Hébert, who commanded the Department of Texas, under the control of Major T. S. Moise, his assistant quartermaster. Major Moise has recently been tried before a court-martial, convicted, and dismissed from the service, and from the evidence taken on his trial the President has become satisfied that he entered into a fraudulent combination with Robert Mott, J. L. Macauley, and his brother, ——— Macauley, and Nelson Clements; that under color of procuring supplies for the Government he transferred (utterly without authority) the steamer *General Rusk* to his associates without the payment of any price or consideration to the Government; that he authorized them to put her under British flag by collusive transfer to some British subject, and to employ her in commerce between the Confederacy and the port of Havana for the joint benefit of himself and his associates, without stipulating for any freight or charter money in favor of the Government and without even taking

any other security for the return of the vessel to the Government than a bond signed by his associates themselves for the sum of \$50,000, which was about one-third of the value of the vessel.

It seems that in the execution of their plan the parties took the *Rusk* to Havana, and had her, by some means unknown to this Government, placed under British flag and provided with British papers, and had her name changed to the *Blanche*. After one successful round voyage, in which the parties made large profits (both on their outward cargo of cotton and on supplies which they sold to the Government at a heavy advance on the return of the vessel to Texas), the *Blanche* was on her way to Havana with a second cargo of cotton when both vessel and cargo were destroyed on the coast of Cuba, within the neutral jurisdiction of Spain, by the Federal steamer *Montgomery*, under circumstances of such outrage that the Federal Government was forced, as we understand, to make reparation to Spain by the payment of \$200,000 for the value of the vessel and cargo.

It is also understood that one of the parties to the fraudulent conspiracy against our Government has gone to Europe for the purpose of claiming, as owner, the whole amount of the indemnity accorded by the Government of the United States to that of Spain.

On the above statement of facts it is of course unnecessary to offer any argument in support of the position that the *General Rusk*, or *Blanche*, never ceased to be the property of this Government, and that her transfer by an unfaithful officer of this Government, without authority and to fraudulent associates, and their collusive transfer to some British subject for the purpose of deceiving one of the belligerents in this war, are equally null and void. It is in like manner evident that the parties to this fraud, who were owners of the cargo on the *Blanche*, are responsible to this Government for at least an adequate compensation for the use and risk of the vessel on her previous voyage, and the amount thus due by them to the Government exceeds the value of the cargo destroyed.

Under all the circumstances of the case, this Government being the owner of the vessel and having just demands against the owners of the cargo, who are citizens of the Confederacy, there can be no question of the right of the Government to receive for proper application the whole amount of the indemnity which Spain has exacted from the United States for account of the owners of vessel and cargo.

In accordance with these views, the President has sent special instructions to make claim on the Spanish Government for the payment to this Government of the whole amount of this indemnity.

It has, however, occurred to us as possible that the matter may have been referred by the Spanish Government to the colonial authorities in Cuba for settlement, inasmuch as the claim was based on the violation of the neutrality of the Cuban waters. I have therefore to request that you take prudent measures to ascertain if such be the fact, and if you find that the sum allowed for indemnity is to be distributed to the rightful claimants by the Cuban authorities you will then claim the whole sum in the name of this Government. If any embarrassment should arise in such contingency from the fact that we have not yet been recognized by Spain, and if you find the Cuban authorities averse to making settlement with you from apprehension of unfriendly discussions with the United States, you may confine yourself to insisting for the present on an explicit assurance that

the money shall not be paid to any other party than this Government without its consent.

In conclusion, I repeat that no action is expected on your part unless you shall become satisfied that the parent Government has referred the matter to the Cuban authorities for settlement.

I am, respectfully, your obedient servant,

J. P. BENJAMIN,
Secretary of State.

CHARLES J. HELM, Esq.,
Havana.

Letter from Charles J. Helm, esq., to the Secretary of State of the Confederate States referring to the status of the case in the matter of indemnity claimed by the Spanish Government.

HAVANA, June 3, 1862.

SIR: I have the honor to acknowledge the receipt on the 10th ultimo of your dispatch dated April 15, in relation to the steamer *General Rusk*.

The circumstances connected with the fraudulent transfer of the *General Rusk* to John L. Macauley and others had reached me through private sources previous to the receipt of your dispatch, and knowing the Government was interested in the claim preferred by Spain against the Federal Government for the destruction of this vessel in one of her ports, have watched the progress of the negotiations between Spain and the United States on the subject with interest, and am enabled to inform you that the Spanish minister at Washington was instructed by his Government to demand an apology for the outrage and payment to the owners of the *General Rusk*, or *Blanche*, of the value of the steamer and cargo. The demand was made, the Federal Government disavowed the act of the commander of the *Montgomery*, and promised payment, and here the matter rests, as I am informed, for the present. Should the money be paid, and the subject be referred back to this colonial government, I anticipate no difficulty in arresting payment at least until after the recognition of the Confederate States. The Department may be assured I shall act prudently in the premises.

I have the honor to be, with great respect, your obedient servant,
CH. J. HELM.

Hon. J. P. BENJAMIN,
Secretary of State, Richmond.

Instructions from the Secretary of the Navy to Lieutenant-Commander Haxtun, U. S. Navy, commanding U. S. S. Connecticut, regarding the distribution of supplies.

NAVY DEPARTMENT, October 9, 1862.

SIR: On Saturday next, the 11th instant, proceed with the U. S. S. *Connecticut* on another trip to the Gulf Blockading Squadrons.

The *Connecticut* will touch at Port Royal going and returning and at Hampton Roads returning. From the latter place forward your mails to the Department via Baltimore and continue to New York.

In addition to the Gulf Squadrons the *Connecticut* will also supply such of the vessels of Acting Rear-Admiral Wilkes' squadron as may be

fallen in with. With this view your course will be through the North East Providence Channel and out of the North West Providence Channel, and you will return through these channels.

Unless the yellow fever has entirely disappeared from Key West you will not go into that port, but near enough only to signal a boat, into which mails and passengers will be placed, and no person from the shore will be allowed on board the *Connecticut*.

Avoid communicating with the shore and shipping at different points on the coast until it is ascertained that they are free from yellow fever. No documents, letters, or articles are to be received on board the *Connecticut* from ships or places infected with the yellow fever as an epidemic, without fumigation. These restrictions are not to prevent the delivery of stores, medicines, etc., to an infected vessel by means of healthy boats.

Be careful to communicate with all of the blockading vessels at Baratavia and points on the coast of Texas.

Pensacola is now the depot of the Western Gulf Squadron.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander MILTON HAXTUN,
Commanding U. S. S. Connecticut, New York.

Order of Commodore Bell, U. S. Navy, to Acting Lieutenant Woodworth, U. S. Navy, commanding U. S. S. J. P. Jackson, for the sounding of Petit Bois Island Pass.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, October 9, 1862.

SIR: You will take your station in the vessel under your command to the northward and eastward of the pass between Dauphin Island and Petit Bois, in order to render the blockade more effectual, and from whence you may the better observe the movements of the enemy and keep vessels from entering the sound or Mobile Bay from that direction. And you will please have the pass between Dauphin Island and Petit Bois (known as Petit Bois [Island] Pass) carefully sounded to ascertain the depth of the water there and the course of the channel.

You will please report to the commanding officer off Mobile bar any appearance of an active movement on the part of the Confederates and all other interesting events.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore, Commanding the Blockade off Mobile Bay.

Acting Lieutenant Commanding SELIM [E.] WOODWORTH,
U. S. Gunboat J. P. Jackson, Mississippi Sound.

Report of Acting Lieutenant Woodworth, U. S. Navy, commanding U. S. S. J. P. Jackson, giving the circumstances attending a fire on that vessel.

U. S. S. JACKSON,
Ship Island, October 9, 1862.

SIR: I have to report the taking fire of this vessel yesterday morning at 5:30 a. m., under the following circumstances:

At 5 a. m. got underway from the anchorage opposite the [Horn Island] Pass, between Petit Bois and Horn islands, and was standing up the sound to Grant's Pass, blowing fresh from the E. S. E. and a heavy swell setting into the [Mississippi] Sound.

At 5:30 the ship was reported on fire in the fire room. The fire was first discovered in front of the boilers, coming up the boiler tube, and between the fire-room floor and the boiler.

The watch on deck had just coupled the hose on the donkey pump for the purpose of washing decks, and it took but a few moments to get the water started through the hose.

It was for some time difficult to discover exactly where the fire was located. One of the first-class firemen, William Wells, gallantly took the hose and crawled in from the blowroom, under the boiler, and at imminent risk of suffocation succeeded in extinguishing the fire and saving the vessel.

I also take pleasure in speaking of the coolness and bravery of James Sullivan and Thomas Harding, formerly first-class firemen, now acting as third assistant engineers, whose example did much to prevent confusion and panic.

As soon as the alarm was given put the vessel before the wind in the direction of Ship Island and made every preparation to drown the magazines and beach the steamer on Petit Bois or Horn islands.

Deeming it imprudent to proceed up the sound to the eastward until an examination could be made of the cause of the fire, and to guard against a recurrence of the accident, started for Ship Island with low fires and came to anchor at 10 a. m.

I immediately called a survey, consisting of the engineer of the *Pinola* and master machinist of the Government machine shop on the island. A copy of their report is enclosed.

Upon examination, after taking up a portion of the fire room floor, discovered that a hole had corroded through the side of the blower blast tube, close to the boiler, through which some fire had rolled from the ash pan under the fire-room floor, setting fire to the woodwork supporting the floor and the boiler beds.

There being no sheet-iron workers here, they having left for Pensacola, I am at work with my engineer department making the necessary repairs, which as soon as completed, I will return again to the east end of the sound.

Respectfully and truly, yours,

SELIM E. WOODWORTH,
Lieutenant, Commanding.

Rear-Admiral DAVID G. FARRAGUT,
Commanding Gulf Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, regarding general matters pertaining to his command, transmitting report of Commander French, U. S. Navy, regarding prevalence of yellow fever.

No. 215.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 9, 1862.

SIR: I have to report the return to this port of the bark *W. G. Anderson* and steamer *Albatross* from the coast of Texas. The *Anderson's* crew are badly afflicted with the scurvy, and most of their times have expired; but as the commander, Acting Master N. D'Oyley, appears to be a man of energy, I will send the men home and supply him from the *Potomac*, as soon as the supply vessel arrives or, rather, is ready to return north. The *Albatross* has the yellow fever on board, and Commander French represents it as prevailing very generally at the mouth of the Rio Grande. His report is herewith forwarded. He is quarantined and not allowed to communicate with the rest of the squadron. Up to the present moment the fever has not increased. I know it is hard to add to a man's misfortune, but it is my duty to tell an officer when he does wrong, and therefore I have told Commander French that he should have reported to me the condition of his ship and left it for me to relieve him; but I think he acted to the best of his judgment.

I have no suitable vessel to send to the mouth of the Rio Grande at present, but as soon as I have one I will send it there. There are no foreign vessels at that place at present.

I have the coast of Texas lined with vessels, all trying to do something. If I had a military force I would go down and take every place from the Mississippi River to the Rio Grande.

The *De Soto*, Captain W. M. Walker, to whom I sent orders two months since, has just arrived at New Orleans for repairs. Why he did not receive his orders before I have not yet ascertained, but I presume the supply vessels did not see him on their down trips. I do not send the *De Soto* home, because she can be repaired, I think, out here; and I will soon be without a force adequate to our duty.

The *Susquehanna* is now completely broken down; her starboard cylinder is split 8 feet from bottom to top, in addition to other breaks; if she had only a less draft I would, when the Department thinks proper, take her into Mobile; but with such a heavy draft as 20 feet (which is as light as I can make her for practical operations), she would be very liable to get ashore, and with but one engine it would be almost impossible to get her off or manage her, so that I fear that I shall be compelled to send her home; but I must do her commander and officers the justice to say that they evince no anxiety of the kind, but on the contrary all appear to be anxious to do everything in their power to keep the ship out, in order to take their share in the next fight.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

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

[Enclosure.]

U. S. S. ALBATROSS,
Pensacola, October 4, 1862.

SIR: The enclosed copy of a communication addressed to me by the surgeon of this vessel will at once explain to you the cause of my presence at this place, and as I had so short a time previously reported to you the general good health of the vessel, it will doubtless be to you a matter of great surprise to learn of our having the fever on board. As it did not show itself until nearly three weeks after our arrival at the Rio Grande, it is very certain it could not have been brought on board at Key West, but we have undoubtedly contracted it from our boarding and examining the vessels at the Rio Grande, every one of which had more or less on board. On the instant of its appearance on board I got underway, steaming slowly several days up and down the coast, from the Brazos to the Rio Grande, but without its seeming to produce any favorable effect, when, upon the fatal termination of another case, I felt it my duty, in view of the fact that the services of the vessel there were really of no consequence in comparison with the lives of the crew, to comply with the urgent solicitations of the surgeon.

During the time we were steaming up and down the coast we witnessed, on two successive days, a very remarkable phenomenon—the entire surface of the ocean, as far as the eye could see, covered with a dense mass of dead fish of various kinds and sizes, from the small pan-fish to those of 40 or 50 pounds, through which we were upward of an hour in passing, going at full steam, in consequence of the extremely offensive perfume attending them.

Trusting the course I have pursued will meet your approbation,
I am, very respectfully your obedient servant,

H. FRENCH,
Commander, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron.

P. S.—The health officer has directed me to anchor outside to the southward of the light-house for the present.

[Subenclosure.]

U. S. S. ALBATROSS,
Off the Mouth of the Rio Grande, September 30, 1862.

SIR: In consequence of there having occurred among us two speedily fatal cases of yellow fever, while three others are suffering from the disease and many of the ship's company give unmistakable evidence of malarial poisoning in greater or less degree, it has become my duty to report that, in my opinion, it is indispensable to the health and safety of the crew that this vessel should go immediately to some point where there are greater facilities for the care of the sick and where the vessel may be thoroughly disinfected.

Very respectfully, your obedient servant,

WM. J. BURGE,
Acting Assistant Surgeon.

HENRY FRENCH, Esq.,
Commander, U. S. Navy.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting correspondence regarding the illegal trade from Matamoras, Mexico.

No. 214.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 9, 1862.

SIR: I herewith forward a correspondence between Commander French and the U. S. consul at Matamoras, which tends to show the necessity of our taking Fort Brown at the earliest moment we have troops to hold it. I do not wish to do so just now, as the yellow fever is prevailing there, but I will look to it so soon as the sickly season passes and the general can spare me a few troops to hold it. Then, if the Department could let me have two or three vessels of light draft, less than 7 feet, I would keep the Rio Grande clear and break up the trade with Texas from that river to the mouth of the Mississippi River.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

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

[Enclosures.]

U. S. S. ALBATROSS,
Off Rio Grande, September 18, 1862.

SIR: The very opportune arrival of the *Vincennes* enables me to put you in possession of information which either is of great importance as to the operations of our blockading force here, or would seem to indicate that it is not a position in which much service can be rendered.

I forward you copies of communications I have addressed the consul, and of his replies, as also an official note to Señor Don Juan A. Zambrano, director of the custom-house, etc.

On Sunday last I sent my clerk to Matamoras for the purpose of communicating with the consul; he returned yesterday, bringing me a letter, a copy of which I also enclose you, dated the 16th.

I was in hopes the *Vincennes* would have brought me fuller instructions than those under which I am now acting. I am fully convinced that the trade with Matamoras is most, if not all, illegal, but I know not how it can be interfered with by me, as the papers of all the vessels are so well authenticated. Thus far all the arrivals since I anchored here, with one exception, have been from Havana, in ballast. A very careful search of them has not discovered anything out of the way. They all come for cotton, and there are hundreds of bales brought out of the river every day in a Mexican steamer and in small Mexican lighters; there are also piled up on the Mexican side of river a very large number of bales, distinctly visible from our deck. This I honestly believe is rebel property, and my inclination to lay violent hands on it is very great.

You will perceive by the letter of the consul of day before yesterday he expresses precisely the same opinion as myself, and suggests the only way to prevent it will be to occupy Fort Brown with a small force. If there was sufficient water on the bar I would not hesitate to go up there, there being only about 20 soldiers in the fort, no guns, and no other troops near them.

There are enough Union refugees, or rather Union Americans, who

have escaped from Brownsville and other places in Texas, now in Matamoras, whose property has been taken from them, and they have barely escaped with a whole skin, who are spoiling for a fight with the rebels and are anxiously hoping for an opportunity to avenge their wrongs. They would gladly organize and go over to Brownsville and take possession and hold it. Supplies for them could easily be procured, either by our own vessels or from Matamoras, and by thus occupying it the most effectual preventive would be applied to the outrageous exportation of cotton now going on at this river. Can not it be done?

The Mexican steamer which brings the cotton out of the river could, I doubt not, be easily chartered or bought, a couple of guns mounted on her, and she could sweep every rebel from the banks of the river and afford the most complete protection to the force in Brownsville. Could not General Butler spare a single company for such highly important service? I don't think there would be the slightest danger in the matter. Another large article of export here is specie. Nearly all the vessels clearing from here have on board more or less of it, mostly consigned to the Bank of England. A Prussian bark, the *Adeline*, which left here day before yesterday, had \$197,000, with cotton invoiced at \$98,931.05.

This specie business is, I doubt not, all right, as the "conductas" from the interior bringing the article to the seacoast can not export it either from Vera Cruz or Tampico, in consequence of the French blockade which, as yet, has not been declared here.

Last evening the English steam sloop *Greyhound* arrived, the only foreign vessel of war which has appeared off here. She came from Vera Cruz without news of importance, and leaves again immediately; by her I forward your communication for Captain Trathen, which I received from Commander Nichols, of the *Iroquois*.

I am sorry to have to report to you that two days after our arrival at this place this vessel, which, since I have been in command, has been perfectly tight, most unaccountably commenced leaking, which has gradually increased until this morning; it is 2 feet in each watch (4 hours), which keeps our donkey constantly employed. What it proceeds from, or what occasions it, I can not imagine. I availed myself of smooth water this morning to heel the vessel about $2\frac{1}{2}$ on each side, but could discover nothing where a leak might be suspected; found a sheet of copper torn off, and a plank slightly boomed on the port bow, about 2 feet under water, which I think must have been done when alongside the navy yard at Pensacola by some unknown or concealed rocks or piles at the end of the wharf while landing our 8-inch gun, and yet why did she not leak at the time? I have very carefully examined all the engine holes, and find nothing wrong there. It is, to say the least, very strange.

I have twice been up to the Brazos Santiago. I find there two dismantled and used-up schooners, which evidently are worthless, high and dry on the beach; another schooner, sails bent and apparently in good order (light), lying under Fort Polk. She was there when we arrived here. If I had a launch capable of carrying a howitzer, and the howitzer to put in it, I would take her out. I am, however, keeping a bright lookout for her should she attempt to come out. There appears to be about a company of Texans and some few people living about there.

The captain of a French merchant bark which arrived here from Havana on Sunday last informed me that Captain Semmes, of *Sumter* notoriety, sailed from there on the 2d of September in a large, three-masted, heavily-armed propeller for the purpose of intercepting the steamer *Columbia*, from New York, and three others were daily expected.

I am gratified that I can report the health of the ship good, free from all appearances of fever. *Connecticut* has not been here, and I have given up all expectation of seeing her now.

Very respectfully, your obedient servant,

H. FRENCH,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Division Gulf Blockading Squadron.

U. S. S. ALBATROSS,
Off Rio Grande, September 13, 1862.

SIR: The accompanying communication for the consul of the United States, which you were kind enough to offer to forward to him, has embodied in it the subject-matter of our consultation yesterday morning, and I have thought, since our interview, this was the most proper course for all official correspondence between the Mexican Government and myself. The consul of the United States will, of course, communicate its contents, or such portions of it, as refer to the subjects of yesterday's interview, to the Mexican Government, and, I have no doubt, to yourself also. It will be equally my pleasure, as well as my duty, to avoid, if possible, in carrying out the orders of my Government, the slightest approach to anything which would tend to disturb the very friendly relations now existing between the two governments.

With very great respect, your obedient servant,

H. FRENCH,
Commander, U. S. Navy.

Señor DON J. A. ZAMBRANO,
Inspector of Custom-Houses, etc., Matamoras.

[Subenclosure.]

U. S. S. ALBATROSS,
Off Rio Grande, September 12, 1862.

SIR: Your note of the 11th instant, introducing Señor J. A. Zambrano, was duly presented. I regret exceedingly I have not had the opportunity of a personal interview with you, as there are many questions of the most delicate character touching neutral trade with the port of Matamoras upon which I apprehend you could give me information as to ownership, etc., of property, cotton particularly, which would enable me to act in relation to it, and I would again request, if possible, you would come on board the *Albatross*. From what I have learned on shore, through Mexican channels, I am led to the belief it would be highly improper to send my boats into the river, and that there would be no safety in their landing on the Mexican side, and I therefore shall not allow them to go.

In my interview with Señor Zambrano this morning he informed me that this is the anchorage for the port of Matamoras, and always

has been so, and hoped I would not order any of the vessels now here to remove to the southern side of the river (Mexican water), as they could not possibly carry on their business there, loading or unloading their cargoes, the anchorage being so bad and the current so strong. I replied to him that, although it had always been so, it was really in the waters of the United States, and being Texan water was under blockade, and therefore forbidden ground. He told me he would require all vessels arriving after this time to anchor south of a line drawn through the center of the river. In regard to the cotton which is daily coming out of the river under the Mexican flag, he assured me it was all bona fide Mexican property, and that most of it had been in Matamoras a very long time, purchased by Mexican merchants and manufactured into Mexican fabric for Mexican use. Señor Zambrano also informed me that this shipment of cotton has been going on since May last, during the presence here of our blockading vessels. Now, my dear sir, it appears to me this is all wrong, and I can not but think every ounce of cotton here is really liable to seizure, and I would not hesitate one moment but for your certificate on the bills of lading that it is Mexican property and shipped from Mexican port.

It is on this subject that I am particularly anxious for a personal interview. Señor Zambrano also informed me that his Government had purchased a large quantity of arms, which he expected to arrive here very soon, some from New York, others from Europe, and ask my intervention in case a French vessel of war should come here to blockade the place. This, of course, I told him I could not do, as it would be compromising my own Government in its relations with France. I did, however, say to him, should the vessel, on board which these arms have been shipped, arrive here when there was no French vessel in the blockade, on the receipt of a written assurance from the Mexican Government that the purchase was for the sole use of the Mexican Government, and should not find their way into Texas, I would not oppose their being landed.

These are but instances of the many very delicate questions so difficult to decide, which are occasioned by two conterminous states, each of which are involved in war, and are still neutral to each other's enemies, and my law library is so very limited I have not authorities to refer to.

My instructions are to act with the greatest delicacy toward neutrals in their legitimate trade with Matamoras, and to prevent the exportation of cotton from Texas. This, you will readily see, is a matter of absolute impossibility for me to do while the article is permitted by the Mexican Government to cross the river from Texas and become Mexican property. Would the Mexican Government prohibit all the exportations of cotton from Matamoras, it would no longer be a matter on which I should have the slightest doubt as to my course. Until then, and while certified by you to be Mexican property, I must regard your consular endorsement.

Yet hoping I may see you here, I am,

Very respectfully, your obedient servant,

H. FRENCH,
Commander, U. S. Navy.

L[EONARD] PIERCE, Jr., Esq.,
U. S. Consul, Matamoras.

CONSULATE OF THE UNITED STATES OF AMERICA,
Matamoras, September 16, 1862.

SIR: Your letter of the 12th, by Señor Zambrano, was received on the 14th, and judging from what he said to you, and what he is doing here, it would seem that he is giving much aid to the rebels through the influence of his office. Before he came here, the rebels were obliged to pay heavy duties on everything carried across this river; for instance, the export duties here on flour going to Texas was \$5 per barrel; it is now but \$1.50, it being put down by the influence of said Zambrano.

As to the cotton, there is not one pound in fifty that ever belonged to a Mexican, neither is there one bale in ten that ever remained one week on Mexican soil, with the exception of a small amount that is on its way down from Monterey, but has not arrived yet.

It is true that cotton has been shipped from this port while our blockading ships were here, as it was decided that as the cotton paid an import and an export duty to Mexico, it became naturalized, and the only way to prevent it would be to prevent its crossing the frontier, which could be done by occupying Fort Brown with a small force.

In my certificate I merely certify that they declare the cotton to be legally shipped from Matamoras.

There is no doubt but that most of the trade with Matamoras is illegal.

I send down correspondence of Captain Hunter, in which you will see the course pursued by him to bring them to terms, and which had the most satisfactory results.

I am, very respectfully, your obedient servant,

L. PIERCE, Jr.,
U. S. Consul.

Commander H. FRENCH,
U. S. S. Albatross.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, regarding assignment of officers to certain vessels.

FLAGSHIP HARTFORD,
Pensacola Bay, October 10, 1862.

SIR: If the *De Soto* is at New Orleans, you will order Lieutenant-Commander R. F. R. Lewis to the command of the U. S. S. *Itasca*. You will also order Lieutenant F. O. Davenport to the *Sciota* as executive. Send me the proceeding in regard to Acting Volunteer Lieutenant Manton and Acting Master Charles H. Huggins.

Very respectfully, etc.,

[D. G. FARRAGUT.]

Commodore MORRIS.

Instructions from Commodore Bell, U. S. Navy, to Lieutenant-Commander Crosby, U. S. Navy, senior officer off Ship Island.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, October 10, 1862.

SIR: Grant's Pass is believed to be open between Mobile Bay and the [Mississippi] Sound, and vessels are said to be frequently passing through.

The Confederate armed steamboat *Morgan*, mounting ten guns, or some other armed steamer, is reported to be to an anchor in the sound near the said pass. As the senior naval officer present at Ship Island, you are requested to be vigilant in watching the movements of the vessels referred to, and will report to me off this bar all the information relative to them that you may obtain.

The gunboat *J. P. Jackson* was supposed to be off Horn Island or Petit Bois [Island] Pass, blockading the sound and watching the enemy, but she was not seen yesterday by Commander Febiger, who was sent to both passes to communicate with her.

Please have the letter enclosed herein delivered to Captain Woodworth.

The *Calhoun* also should be at Ship Island or in the sound. Should she be present there, you will please send her up the sound, in company with the *Jackson*, to make the necessary observations. The *Calhoun* will then return to Ship Island. Captain Woodworth, in going up the sound, will be able, if important, to communicate with one of the gunboats blockading Horn Island and Petit Bois [Island] passes during the absence of the *Jackson*.

Very respectfully,

H. H. BELL,

Commodore, Commanding the Blockade off Mobile Bay.

Lieutenant-Commander PEIRCE CROSBY,

U. S. Gunboat Pinola, Ship Island.

Order of Commodore Bell, U. S. Navy, to Commander Preble, U. S. Navy, regarding the delivery of letters to Commanders Fairfax and Febiger, U. S. Navy.

U. S. STEAM SLOOP BROOKLYN,

Off Mobile Bar, October 11, 1862.

SIR: You will please get underway and deliver the letters which I send herewith to Lieutenant-Commanders Fairfax and Febiger, directing them to take their stations nearer the forts and this ship.

On your return please anchor due west from this ship, bringing Sand Key light to bear north by compass.

As soon as the weather abates the surveying officers will be sent on board to inspect your bearing.

Very respectfully,

H. H. BELL,

Commodore.

Commander GEORGE H. PREBLE,

U. S. Gunboat Oneida, off Mobile Bar.

P. S.—This norther affords a fair chance for running out. Therefore please return to this part of the blockade as soon as possible.

H. H. BELL.

Semiofficial letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regarding general matters.

FLAGSHIP HARTFORD,

Pensacola, October 11, 1862.

DEAR COMMODORE: I received your communication in relation to the *Sea Horse*. The Government has just [sent] me orders not to

allow any more coasting permits, etc. I have not time to send you copies, but will do so as soon as I can have them made out. Poor Preble is relieved by Jenkins. Tell him to get all ready to deliver his vessel over when the *Rhode Island* arrives. The *Cuba* arrived safely in Havana, and I shall have a court upon Woodworth. He writes me word that he has been up to Petit Bois [Island] Pass and broke down and had to return to Ship Island, and there he lies. I send you registers, etc., and will get all straight by the *Rhode Island*. I received no letters from home. I hope you did.

Take everything. Let nothing pass that does not bear the pass of the Secretary of the Treasury, War, or Navy, except to New Orleans. No military or naval officer has a right to give passes except to vessels that are supplying them with provisions, etc.

My mail [is] tremendous, and I must close this hurried note.

Yours, truly,

D. G. FARRAGUT.

Commodore H. H. BELL.

Report of Commodore Bell, U. S. Navy, commanding off Mobile, regarding general matters in that vicinity.

U. S. S. BROOKLYN,
Off Mobile Bar, October 12, 1862.

SIR: Having heard nothing of the *J. P. Jackson*, I sent the *Kennebec* to Ship Island yesterday with a letter to Lieutenant-Commander Crosby, directing him as senior officer present to send the *Jackson* and *Calhoun* up the [Mississippi] Sound to Petit Bois [Island] Pass, one or both of them, if they were at Ship Island. The *Kennebec* returned to her station last night. By her I was informed that the *Calhoun* was in Lake Borgne, and the *Jackson* at Ship Island being repaired, having taken fire while on a cruise in the sound.

Captain Woodworth wrote to me, saying he would proceed up the sound to Petit Bois, if the water will admit of it, as soon as the weather abated. It having moderated very materially, I presume we shall hear from him to-morrow, when I will dispatch a gunboat to communicate with him.

Captain Preble informed me to-day that, having received the letter of the Secretary of the Navy, his functions cease, and he accordingly turned over the *Oneida* to the command of Lieutenant Sicard.

The *Kanawha*, having only 5 tons coal on board, will proceed to Pensacola to-night with this letter. Her boilers appear to be getting into a bad condition. I do not order her to Ship Island, because I wish to communicate with you, and the needful work may be done upon her, assisted by the mechanics of the fleet, whilst she is coaling. She can be sent to Ship Island after the *Pinola* is repaired, if more extensive work be necessary. I trust she will be sent back to her station immediately.

A gunboat and some four or five schooners and sloops are constantly to an anchor off Grant's Pass, to which the enemy seem to attach considerable importance. The gunboat sometimes flies a broad pennant, and Lieutenant-Commander Russell informs me that he has seen her and several sailing vessels in the sound, the former anchored in Gravline Bay.

The *Tennessee* arrived here at 7 p. m. yesterday, and as the night was stormy did not communicate with me before this morning, and as you had ordered Captain Johnson to put the acting master, whom you had ordered to the *Kennebec*, under arrest, I concluded to let him remain in the *Tennessee* until she rejoins you.

The two refugees referred to in Captain Crosby's letter are on board the *Kanawha* for your disposal. The one named John A. Porter is an engineer, and speaks confidently of what he knows. He was escaping to New Orleans when a boat from the *Jackson* overhauled him. He says a battle was fought at Corinth last Monday between the forces of General Buell and the Confederates under Price and Van Dorn, in which the Confederates confess themselves badly cut to pieces.

Very respectfully, your obedient servant,

H. H. BELL,

Commodore, Commanding off Mobile Bar.

Rear-Admiral D. G. FARRAGUT,

Comdg. Western Gulf Blockading Squadron, Pensacola Bay.

P. S.—Brig *J. P. Elliott*, a coal vessel, having been to Ship Island for sand ballast, lost her anchors yesterday, and was supplied with one of 750 pounds by the *Kennebec*, but not feeling safe with that one, is trying for Pensacola to supply himself with more. She sailed from here this afternoon.

H. H. B.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the movements of vessels at Matamoras, Mexico, carrying contraband of war.

NAVY DEPARTMENT, *October 13, 1862.*

SIR: The Department deems it proper to communicate to you the following information gathered from consular dispatches received by the Secretary of State.

The rebel schooner *Henry Colthrist* arrived at the Belize, Honduras, August 18, with 64 bales of cotton, and the schooner *Sarah Gordon*, the same day, from Galveston, Tex., by the way of Campeche or Laguna [de Terminos], with 140 bales of cotton.

These vessels exchanged their cargoes for merchandise, ammunition, etc., and left, most likely, for the same ports from which they had arrived. Shipments of powder, shot, etc., from the Belize, are said to be quite frequent.

A refugee who recently arrived at London direct from Matamoras, and is from Texas, says over 7,000 bales of Texas cotton have been shipped from Matamoras, and that small sailing vessels often arrive there with contraband of war for the insurgents, and that they generally come from St. Thomas and Havana.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Rear-Admiral DAVID G. FARRAGUT,

Comdg. West Gulf Blockading Squadron, Pensacola, Fla.

Report of Commander Caldwell, U. S. Navy, commanding U. S. S. Essex, referring to the disposition of the steamer Anglo-American.

U. S. IRONCLAD GUNBOAT ESSEX,
Off New Orleans, October 14, 1862.

SIR: I have the honor to inform the Department that, agreeably to the orders of Admiral Farragut, the steam tug *Anglo-American* has been turned over to her owners, and her officers and crew (late of the gunboat *Sumter*) transferred to this vessel.

Enclosed I forward a receipt for the vessel and 50 tons of coal, which we were obliged to leave in her for want of room to stow it in this vessel.

I most urgently request that the Department will order the accounts of the officers and men of the *Sumter* forwarded to this vessel. They have been written for repeatedly, but never sent, nor the letters answered.

The officers and men have received no money nor small stores for four months. They have not been able to leave their families allotments, nor send them one cent of money, and although urged by the most pressing appeals to send funds to pay for what they have run in debt, and provide food and raiment for the coming winter, I regret to say that nothing has been paid them, and for want of funds they can not send a particle of their pay for the relief of their families.

We are now going up the river to remain for months, and with no money for these officers and men to pay their debts, in some cases the families of the engineers and others are in actual distress.

I have represented these facts, and made every effort to obtain money, but without success.

Enclosed I forward a list of the officers and crew of the *Sumter*, whose accounts have never been received.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,
Commander, Commanding Gunboat Flotilla.

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

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Guest, U. S. Navy, to proceed to blockade duty on the coast of Texas.

FLAGSHIP HARTFORD,
Pensacola Bay, October 14, 1862.

SIR: You will proceed to Ship Island, fill up your coal and provisions, get your work from the machine shop, and then proceed to Galveston, or down the coast of Texas until you fall in with Commander Renshaw, and report to him for the blockade of that coast.

Very respectfully, your obedient servant,

[D. G. FARRAGUT],
Rear-Admiral.

Commander JOHN GUEST,
Commanding U. S. S. Kensington.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Hunter, U. S. Navy, to cruise for the interception of steamers from abroad.

FLAGSHIP HARTFORD,
Pensacola Bay, October 14, 1862.

SIR: You will report to Commander H. H. Bell, off Mobile, for the purpose of blockading in the offing, at a distance of 20 or 30 miles to the southward of the port, in the hopes of intercepting some of the many steamers now known to be bound to Mobile from foreign ports.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander CHAS. HUNTER,
Commanding U. S. S. *Montgomery*.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Butler, U. S. Army, requesting a sufficient force to hold Galveston.

FLAGSHIP HARTFORD,
Pensacola Bay, October 14, 1862.

SIR: I herewith enclose an extract from an order of the honorable Secretary of the Navy, by which you will perceive that no licenses or permits are to be granted to places in possession of the enemy.

I take pleasure in announcing to you the capture of Galveston and a large portion of the coast of Texas by our forces, and beg to know if you can not let us have sufficient force to hold Galveston. It is on a slip of land, and can be held with a very small number of troops and one gunboat. We have not destroyed the bridge because the inhabitants would starve, but we do not allow the cars to cross the bridge. Sabine Pass and Corpus Christi are also in our possession. Please let me know as soon as possible what you can do about the troops.

I have permitted Robert F. Clement, an Englishman, captured in the steamer *Blanche*, or *General Rusk*, to go to New Orleans in the *Rhode Island*. His passport, etc., were lost in the wreck of the burning steamer *General Rusk*.

Yours, truly and respectfully,

[D. G. FARRAGUT,]
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Major-General BENJ. F. BUTLER,
Commanding, etc.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, referring to the successful operations of the Navy.

FLAGSHIP HARTFORD,
Pensacola, October 14, 1862.

DEAR COMMODORE: Everything appears to be going on well with us just now. The army has been successful at Corinth, and they acknowledge a great defeat. Renshaw has taken Galveston, Kit-tredge Aransas, and Crocker the Sabine Pass and city. We have

nearly the whole coast of Texas and without the loss of a man. The gunboats made a splendid capture at Bayou Plaquemine of 1,500 head of fat cattle for the Confederates, and, what was the best of it, they got them all down to New Orleans; but in a little skirmish they lost poor Swasey and one man on the *Kineo*.

I think, however, they settled one point very clearly, viz: Lowry says, you may remember, that there are 10,000 or 15,000 guerrillas and troops, and that the whole river will soon be in the possession of the enemy. Now, in this case, they drove the last 300 head of cattle from Donaldsonville down to New Orleans through this awful guerrilla country.

The smokestack of the *Winona* is almost done, but she still leaks, and if it continues I will send her in the river and bring out the *Sciota*. I am told there are two ironclads in Lardner's dominions—some watching river to the eastward of us—that are soon expected down.

I received letters from Mrs. F. by the last mail; up to the 24th all well. I expect my son out by the *Connecticut*. You see that all these passes are stopped except to supply the troops and vessels. There are so many papers that I can not get them ready fast enough.

But you have nothing to look out for but the blockade of Mobile, but I shall have a court on Woodworth for the escape of the steamers through the [Mississippi] Sound. He said he saw them; why did he not chase them? I send the *Montgomery* to report to you to cruise about 25 or 30 miles to the southward and eastward of Mobile for the vessels now expected to arrive. He saw them in Havana, and I told him to chase them in to you or take them, but he will give you notice, and I think the *M.* is fast.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding Mobile Blockade.

Report of Acting Volunteer Lieutenant Kittredge, U. S. Navy, commanding U. S. bark Arthur, giving list of vessels captured by that vessel or destroyed by the enemy.

U. S. BARK ARTHUR,
Pensacola, Fla., October 15, 1862.

SIR: I respectfully report to you, collectively, in compliance with your request, the whole number of vessels captured by this vessel and tenders since I have been in command of her, as well as those destroyed by the enemy to prevent their falling into our hands.

January 25, 1862.—Schooner *J. J. McNeil*; vessel sent to Ship Island, cargo to New York.

February.—Sloop *Bellefont*, recaptured by enemy while lying inside the bar at Aransas, where she was left for use as tender. Sloop *Daniel Webster*, released, as nothing contraband was found and captain a noncombatant. Sloops *Swan* and *Mustang*, abandoned to escape capture of our men by a greatly superior force.

July 9.—Schooner *Reindeer*, with 45 bales of cotton; sent North per steamer *Connecticut*; schooner now at Aransas. Flat (no name), 52 bales of cotton, sent North per steamer *Connecticut*.

July 10.—Sloop *Belle Italia*, no cargo, at Aransas. Schooner *Monte Christo*, burned at Lamar by the enemy while we were securing the cotton, as we had not force to protect her.

August 12.—Armed schooner *Breaker*, now at Aransas. Armed schooner *Elma*, burned by the enemy at Corpus Christi, to prevent falling into our hands. Armed sloop *Hannah*, burned by the enemy at Corpus Christi, to prevent falling into our hands.

August 15.—Steamer *A. B.* (or *A. Bee*), aground at the entrance of Nueces River, near Corpus Christi; afterwards burned by the rebels, as we could not remove her and had not force enough to guard her.

September 27.—Schooner *Water Witch*, sent North; cargo assorted.

With the exception of the *McNeil* and *Water Witch*, the above vessels are small craft.

The following vessels are now at Aransas Bay: U. S. S. *Sachem*, lugger *General Butler*, yacht *Corypheus*, schooner *Breaker* (captured), schooner *Reindeer* (captured), sloop *Belle Italia* (captured).

Very respectfully, your obedient servant,

J. W. KITTEDGE,
Lieutenant, U. S. Navy, Commanding.

Senior Rear-Admiral D. G. FARRAGUT,
Commanding Gulf Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, referring to proposed attack on the forts at Mobile Point.

No. 218.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 15, 1862.

SIR: The order in reference to the *Potomac* has not been carried out fully, as I still hope to attack the forts at Mobile Point very soon, in which event I intended to use the *Potomac* on the outside of the peninsula while the ships are passing the forts. I have, therefore, kept her organization intact until that event shall have passed.

I have sufficient men for the present; a few marines would, however, be acceptable, in order to fill vacancies and keep a guard at the navy yard. I shall soon have completed the old chapel and armory, for use as a hospital and one of the kitchens for a marine barracks. As I before stated to the Department, I am at the expense of labor alone, as there is an abundance of material. When the articles to be sent in the bark *Houghton* from New York arrive, I will have an abundant supply of everything except small stores and a few articles of clothing, which are, no doubt, on their way out. I have just sent a requisition for oars and hose.

We have nearly completed the smokestack for the *Kennebec*, to be put on the *Winona*, so that out of two gunboats broken down in the gale I made one immediately effective (the *Kennebec*), and sent her back to the blockade, and I hope soon to have the other (the *Winona*) ready to follow.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

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

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Woodworth, U. S. Navy, regarding the institution of a court of enquiry.

FLAGSHIP HARTFORD,
Pensacola Bay, October 15, 1862.

SIR: My suspicions that the steamers you saw went to sea are now apparently established, as they are both in Havana. But whether they are or not, it becomes my duty to investigate the affair and find out why you did not chase the vessels when reported to you instead of passing to the eastward to report to Commander Alden, to whom you were not required to report. You were required to go up to Petit Bois [Island] Pass and prevent the egress of the steamers *Cuba* and *Alice*, or capture them. I shall therefore institute a court of enquiry as soon as your vessel comes up the sound, which I trust she must soon be ready to do, as I am not aware of any injury to your vessel, and for all I know she should have returned immediately to the pass.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Volunteer Lieutenant S. E. WOODWORTH,
Commanding U. S. S. Jackson, Ship Island.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant Tilton, U. S. Marine Corps, commanding detachment of marines.

FLAGSHIP HARTFORD,
Pensacola Bay, October 15, 1862.

SIR: You will take your guard on shore for duty as soon as you can provide accommodations for the men.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Lieutenant McLANE TILTON,
Commanding Detachment of Marines.

Report of Rear-Admiral Farragut, U. S. Navy, requesting the Department's instructions regarding the steamer Calhoun.

No. 217.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 16, 1862.

SIR: I have received a letter from Captain Bailey, stating that the prize court at Philadelphia has decided that the *Calhoun*, captured by the *Colorado*, off the Delta of the Mississippi, could not be condemned (although her cargo has been) unless she was produced to the court, etc., and wishes, therefore, that in justice to the captors I would have her sent to Philadelphia. I would be very glad to do this, but the *Calhoun* is the only vessel I have capable of giving proper protection to Pontchartrain through the shallow waters. She has just been fitted out for that purpose, and I do not think it would be safe to send her to

the North at this season of the year. I will await, however, the instructions of the Department.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Squadron.

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

Report of Commodore Bell, U. S. Navy, commanding off Mobile Bay, regarding general matters in that vicinity,

U. S. S. BROOKLYN,
Off Mobile Bar, October 16, 1862—5 p. m.

DEAR ADMIRAL: I observe a steamer coming from the westward flying a burgee, and, supposing she is bound for Pensacola, will send you a line.

The vessels arriving here from Pensacola are all using new numbers for the signal flags, but having received no order from yourself or the Navy Department, I hold on to the order last in use, and shall do so till further orders, although it may result in considerable inconvenience.

Hunter, in the *Montgomery*, came down to-day, and is ordered to cruise as you directed, but confining himself between $87^{\circ} 45' W.$ and $88^{\circ} 35' W.$, which extends from the lagoon east of this to the longitude of Horn Island Pass.

I have placed the schooner *O. H. Lee* off Petit Bois [Island] Pass and the *Kanawha* off Horn Island, with orders to look out for everything in the bay and especially to Point aux Chenes Bay, where Captain Woodworth expresses the opinion that a steamer is loading with cotton. But as that officer has gone to Ship Island for coal, etc., nothing can be done there before he returns to his station. In the meantime Captain Febiger will buoy off the Horn Island Pass, in order to take his own vessel through if necessary, as Captain Russell reported to me that he saw the *Morgan* in the sound two days ago, chasing the *Jackson*, the *Morgan* giving over the chase and returning through Grant's Pass as soon as she saw *Kennebec* approaching the *Jackson* at Petit Bois Pass. But the two latter vessels not understanding each other's signals, the *Kennebec* could not therefore communicate with the *Jackson*, and since then the *Jackson* has been lying at Horn Island Pass till this morning, when she proceeded to Ship Island. When she returns I will send her across the bay with ship's launch to capture the vessels there.

Grant's Pass is never without the presence of a steamer. Horn Island, there, is used in some way, perhaps fortified.

I observe two very large buoys planted inside the bay, apparently N. W. from Fort Morgan; they seem to be about 100 fathoms apart. Someone suggests that they are targets, but why two large targets so close together? The air being very clear to-day, I see things distinctly which I have not seen hitherto.

Am happy to hear Mrs. F. is well, and that you will have the happiness of seeing your boy; perhaps mine may claim the same privilege,

as he thinks Loyall is a model boy, and being an only chicken like himself.

Best regards to Palmer, with thanks for the papers.

I am, very cordially, yours,

H. H. BELL.

Rear-Admiral DAVID G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, U. S. S. Hartford.

Order of Commodore Bell, U. S. Navy, to Acting Master Godfrey, U. S. Navy, commanding U. S. schooner O. H. Lee, to take station off Petit Bois Island Pass.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, October 16, 1862.

SIR: You will proceed without delay to take station in the *O. H. Lee* off the new pass made through Petit Bois Island. You will anchor your schooner off that pass, about 1 mile distant, for maintaining the blockade there, exercising your discretion about getting underway for the purpose of intercepting suspected vessels approaching you.

Captain Febiger, of the *Kanawha*, will designate the pass to be guarded by you and the most suitable place for anchoring.

Very respectfully,

H. H. BELL,

Commodore, Commanding Blockade off Mobile.

Acting Master WASHINGTON GODFREY,
Commanding U. S. Mortar Schooner O. H. Lee, off Mobile.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, referring to the Woodworth and Fairfax courts of enquiry.

FLAGSHIP HARTFORD,
Pensacola, October 17, 1862.

DEAR COMMODORE: I received your note. I will send down to order Volunteer Lieutenant Woodworth up here for court of enquiry, and put some one in his place. Why do you allow him, commodore, to leave for coal except by your permission? In disposing of my large mail I overlooked the signals. I send them now. Please have the books made to conform. I had the *Aroostook* out yesterday to join our squadron, and will send her to you soon, with orders for Commander Fairfax to repair in the *Caryuga* to New Orleans to have a court of enquiry in relation to the charges of Porter against him. I will order up the *Calhoun* and the *Jackson* to look into Grant's Pass. I would send down for the *Sachem*, but there is no other vessel at Corpus Christi. I will send you the *Maria Wood*. Put her at one of the passes, as you think best.

Yours, truly,

D. G. FARRAGUT,
Rear-Admiral,

Commodore H. H. BELL.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Butler, U. S. Army, regarding captured cattle.

FLAGSHIP HARTFORD,
Pensacola Bay, October 17, 1862.

DEAR GENERAL: I have received your note and the requisition for ordnance, etc.

The light 32s I have taken from the *Potomac* and send you by the *St. Mary's*, and there are three howitzers in New Orleans.

I enjoy excellent health, and so does the squadron generally. I shall be ready to go ahead at Gaines the moment you can furnish the troops. Do you think you can send any down to Galveston or any other port on the coast of Texas? I had a gunboat out yesterday from the North, the *Aroostook*, but she brings no news.

Major Strong has sent two gentlemen over to see me in reference to the cattle captured by the gunboats, by which capture we lost a valuable officer and a sailor. I can see no use of our vessels up the river if we are to permit passes from both rebel and Federal authorities to stand good. The only way I see for these people to do is to make known their business beforehand.

The cattle are passed over the river, and no one knows where they are going, but as soon as they are caught * * * intended for the party that catches them. This may be a very honest transaction, but it is one that will cause great difficulty if permitted.

My orders are very stringent "to allow no trade with the blockaded country." I am told that large droves of cattle are passing the river for the rebels and told to look after them; when I catch them I am told that it is all wrong, they are for us, or for New Orleans. I wish you had a prize court at New Orleans to decide these cases and the validity of these claims.

As the officers in the Mississippi made the capture I shall leave it to Captains Smith and Ransom to accept a ransom and release them or not; but in future unless the convoy is made known and asked for they will be considered bona fide prize.

Very truly, and respectfully, yours,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

Major-General BENJ. F. BUTLER,
Commanding Department of Gulf.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Butler, U. S. Army, regarding the Confederate steamer Tennessee.

FLAGSHIP HARTFORD,
Pensacola Bay, October 17, 1862.

SIR: In reply to your letter desiring to learn all I know of the capture of the *Tennessee*, I have to state that perhaps no vessel is better known to the blockading force before New Orleans than the *Tennessee*. She has been blockaded and watched for many months, during which time she has frequently been down to the Passes loaded with cotton, and ready to run the blockade, and has been as frequently compelled to return.

When I captured New Orleans I found the *Tennessee* lying at the wharf with a French flag hoisted somewhere on the vessel, indicating that she belonged to a French subject, but her antecedents were too well known to me to regard any such evidence of ownership, as I knew if any such transfer had been made it had been done within a very short period of time and during the blockade, which, according to my understanding, is contrary to all law.

There is scarcely a vessel or piece of property belonging to the rebels that has not been so transferred since the capture of New Orleans.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]
Rear-Admiral.

Major-General BENJ. F. BUTLER,
Commanding Department of Gulf.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting proceedings of the Woodworth court of enquiry.

FLAGSHIP HARTFORD,
Pensacola Bay, October 24, 1862.

SIR: I herewith enclose the proceedings of a court of enquiry held on Acting Lieutenant-Commander Woodworth. My letter (L) in reply to his letter of the 3d of October is the basis of the charges (October 4). It appears to me that both the court and the accused did not understand the object of the enquiry, which was:

First. Why did he not chase and ascertain the character of the vessels seen inside the [Mississippi] Sound?

Second. Why he did not come up inside the sound instead of going out at Horn Island Pass, by which he would have prevented the escape of any vessel above that point in the sound? And why run up to report to Commander Alden, off Mobile, who wanted his services inside and not outside of the sound? His effort has been to prove that he saw no steamers. Then why report to me three days afterwards that they were steamers and standing toward Pascagoula, and on the 5th that he thought the steamers in Pascagoula River?

Third. Why did he adduce the evidence to show that to have gone in chase he would have to run 30 or more miles? What had that to do with it? The farther he went from them the more certain they were to escape out of Horn Island Pass. That he disproved the second charge I am certainly gratified, and think Lieutenant-Commander Russell ought to explain his reason for such a charge when his own evidence disproved the whole thing. All of which is respectfully submitted.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, *Commanding Western Gulf Squadron.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Farragut, U. S. Navy, regarding ordnance supplies.

FLAGSHIP HARTFORD,
Pensacola Bay, October 18, 1862.

SIR: I am now well supplied with the munitions of war and will not need anything more until I have another battle. I have received the shot and shell by the *Rhode Island*. I hope yet that you will send me about 100 cylinder bolts of 1½ diameter for the benefit of the rebel ironclads, although I believe the solid shot will answer when close-to. I took the 80-pounder rifle from the *Brooklyn* and will replace it by the 100-pounder sent out in the bark. The *Brooklyn* has temporarily one of the *Susquehanna's* rifles.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]

Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

Captain JOHN A. DAHLGREN,

Chief of Bureau of Ordnance, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Emmons, U. S. Navy, to assume command of the U. S. S. R. R. Cuyler.

FLAGSHIP HARTFORD,
Pensacola Bay, October 18, 1862.

SIR: You will repair to this port in the U. S. S. *Hatteras*, under your command, and report yourself to me for the command of the U. S. S. *R. R. Cuyler*.

Very respectfully, etc.,

[D. G. FARRAGUT,]

Commanding Western Gulf Blockading Squadron.

Commander GEO. F. EMMONS,

Commanding U. S. S. *Hatteras*.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, for investigation of charges regarding the U. S. S. John P. Jackson.

FLAGSHIP HARTFORD,
Pensacola, October 18, 1862.

DEAR COMMODORE: Your several communications have been received. I have thought much of all you said from the first moment you wrote me word that a gunboat had chased the *Jackson*. You will have these charges investigated as soon as possible. They can not take long, but in the meantime send one of your officers to take command of the *Jackson* temporarily. I have sent for the *Calhoun* to come up to her assistance, and the schooner *Maria Wood* goes down to report to you for duty at one of the passes, by which I send you the 3 boxes of Coston signals. I will soon send you the *Aroostook* and the *Winona*, and then you must send the *Cuyuga* round to report to Morris or Smith.

The *Cuyler* takes the place of the *Hatteras*, and the *De Soto* goes home for repairs. I will try and stop up or open the sound with an ironclad soon, if I can get the *Essex* around here.

Lee has gotten Crosby for his fleet captain, I am told. At least, he has been ordered home.

Your first lieutenant-commander will now have to come in for a command. The *Pocahontas* has just arrived also.

I shall send you the *Cuyler* to cruise off with the *Montgomery* for the vessels expected down here to run the blockade to Mobile. A list of some I have sent you, and now send another from St. John's.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Blockading Mobile.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the dispatching of the U. S. S. De Soto to Philadelphia.

No. 220.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 18, 1862.

SIR: I have been obliged to order the *De Soto* to proceed to Philadelphia for repairs, first, on account of the recommendation of the board of survey; second, as I had no money to pay for repairs.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockdg. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Butler, U. S. Army.

FLAGSHIP HARTFORD,
Pensacola Bay, October 19, 1862.

DEAR GENERAL: You can scarcely imagine how completely you have paralyzed the fleet by taking away the pitch from Pensacola. It was our sole dependence for the repairs of our vessels. I sent up and obtained it as fast as required, but soon I received a message by the captain of the steamer that I could not have it without a requisition; that the quartermaster was collecting it off the beach.

I sent him word that I would send a requisition, or pay for it as good a price as anyone, and wrote to the quartermaster and General Dow, receiving for an answer that the vessel had sailed for New Orleans with it. I shall now be compelled to wait for pitch from the North before I can calk my vessels. Fortunately about one-half of the vessels have been calked, but they require repairs, after which it is necessary to calk them. When I saw the vessel going out I supposed her to be a quartermaster's vessel and gave myself no concern about her, but when I learned that her cargo was more precious than gold to me, I was sadly disappointed and mortified. I had told the quartermaster before that I would rather pay for the naval stores or

return them to him, and that I wanted all that we had for the use of the fleet.

I hope you will have some of it delivered over to Captain Smith, who will send it back to me.

Very respectfully and truly,

D. G. FARRAGUT,
Rear-Admiral.

Major-General B. F. BUTLER,
Commanding, etc.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Sicard, U. S. Navy, to relieve Acting Lieutenant Woodworth, U. S. Navy, of the command of the U. S. S. John P. Jackson.

U. S. S. BROOKLYN,
Off Mobile Bar, October 20, 1862.

SIR: You will proceed forthwith in the U. S. gunboat *Kanawha* to receive the command of the U. S. gunboat *John P. Jackson* from Acting Lieutenant Selim E. Woodworth, temporarily superseded.

Very respectfully,

H. H. BELL,
Commodore, Commanding the Blockade off Mobile Bay.
Lieutenant-Commander MONTGOMERY SICARD,
U. S. Steam Sloop Oneida.

Letter from Acting Consul Berkemeier to Commander Renshaw, U. S. Navy, making enquiry regarding runaway slaves.

GALVESTON, October 20, 1862.

SIR: Having learned that some runaway negroes found refuge on board of your fleet and that you have declined to return them to the owner, I beg leave to solicit your information if my negroes will be regarded contraband likewise in case they should claim your protection or if they will be restored to me.

Soliciting your reply, I have the honor to sign your most obedient servant,

J. BERKEMEIER,
Acting Consul for Austria, Saxony, Holland, Belgium, Bremen, and Lubeck.

Commodore RENSHAW,
Commander of the U. S. Fleet in the Harbor of Galveston.

Letter from Commander Renshaw, U. S. Navy, to Acting Consul Berke-meier, responding to enquiry regarding runaway slaves.

U. S. S. WESTFIELD,
Galveston, Tex., October 22, 1862.

SIR: In reply to your communication of the 20th instant, I have the honor to state that I am not aware of any reason why I should

make an exception and return your slaves in the event of their escaping from you, particularly as the institution of slavery is not recognized by any of the Governments you represent.

Your obedient servant,

W. B. RENSRAW,

Commanding Mortar Flotilla and Blockade of Texan Coast.

J. BERKEMEIER, Esq.,

Acting Consul for Austria, Saxony, Holland, Belgium, Bremen, and Lubeck.

Report of Commodore Bell, U. S. Navy, referring to the return of Acting Lieutenant Woodworth, U. S. Navy, to the command of the U. S. S. John P. Jackson.

U. S. STEAM SLOOP BROOKLYN,

Off Mobile Bay, October 22, 1862.

SIR: The *Pocahontas* arrived here at 7 p. m. to-day and the *Cayuga* having sailed just before dark for Pensacola Bay, I return the letter from the honorable Secretary of the Navy concerning newspaper correspondents by the *Oneida*, which will leave here for Pensacola Bay early to-morrow morning, as you will have the *Cayuga* with you. You did not enclose to me the extract from the Times, as you supposed, but sent me the entire letter from the Press.

The court of enquiry having concluded their investigations in the case of Acting Lieutenant Woodworth, he is ordered to return to the command of the U. S. gunboat *J. P. Jackson*, and Lieutenant-Commander Sicard is ordered to return to his station on board the U. S. steam sloop *Oneida*.

The *Katahdin* will take Captain Woodworth to the *Jackson* to-morrow.

Very respectfully, your obedient servant,

H. H. BELL,

Commodore, Commanding Blockade off Mobile Bay.

Rear-Admiral D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, objecting to the withdrawal of regular officers from his command.

No. 224½.]

FLAGSHIP HARTFORD,

Pensacola Bay, October 23, 1862.

SIR: I have very few officers of the regular service for the vessels of war. I have but one lieutenant to each of the steam sloops, and the Department is now taking away the officers commanding the gunboats, and I really have now but the first lieutenants of the ships, which leaves them with inexperienced youths for their executives. I do not mean to complain, and am willing to do my best with the means I have furnished me, but it is not very complimentary to have my officers taken from me at the request of other commanding officers.

I do not object to any of them leaving at their own request for their advancement or the advantage of the country.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

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

Report of Rear-Admiral Farragut, U. S. Navy, regarding measures for operating against Mobile.

No. 222.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 23, 1862.

SIR: There is a small steamboat here called the *Sykes*, draws 3½ feet water, is a 14-knot steamer, is the very thing I want, if the Department would allow me to purchase her; she can catch anything in these waters; can go anywhere up the rivers where any other steamer can go; and in a little time I can have a fleet of my own taking. Nearly all of the Texas coast is so held now, except Galveston, where Commander Renshaw and the gunboats are. But I want those gunboats in the sound during the attack on Mobile, so as to make sure of the troops at Fort Gaines, if I succeed in getting the soldiers from General Butler. With the troops in the rear, the steamers inside and out of the island, and the ships in the bay, they have but one of the two alternatives—destroy the ships or surrender.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

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

Blockading instructions from Commodore Bell, U. S. Navy, to Lieutenant Commander Franklin, U. S. Navy, commanding U. S. S. Aroostook.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, October 23, 1862.

SIR: The blockading vessels will make known by signal the appearance of every vessel they may observe toward the sea, also any movement of the enemy indicating active operations or change in his defenses.

No vessel approaching from the sea shall be allowed to pass inshore of the blockading force, but will be turned outside of all and sent down to the commanding officer.

Upon signal being made to form in line of battle or order of sailing, the vessels will take the same relative positions in line that they have

on the blockade, the vessels nearest the commanding officer forming in line nearest to him.

Very respectfully,

H. H. BELL,

Commodore, Commanding blockade off Mobile Bay.

Lieutenant-Commander SAMUEL R. FRANKLIN,

Commanding U. S. Gunboat Aroostook.

[Order of same date and like tenor to Lieutenant-Commander William M. Gamble, commanding U. S. S. *Pocahontas*, off Mobile.]

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Butler, U. S. Army, urging immediate operations against Mobile.

FLAGSHIP HARTFORD,

Pensacola Bay, October 23, 1862.

DEAR GENERAL: I am now determined to go ahead upon the forts at Mobile. I am only held by the courts and boards of examination, but I will never be in any better condition for the attack than at present, for they are taking away my officers every mail, and I will soon be paralyzed for want of officers to govern the vessels. How long will your expedition be gone to Opelousas? For I am becoming very impatient, and will have to go it alone if you don't hurry up a small force for me.

Very truly,

D. G. FARRAGUT,

Rear-Admiral.

Major-General B. F. BUTLER,

Commanding Department of the Gulf, New Orleans.

P. S.—Lieutenant-Commander Fairfax goes before a court of enquiry upon the letter of Commodore Porter to Rear-Admiral Davis, stating that Fairfax ran away from the ram *Arkansas*, etc.

D. G. F.

Report of Lieutenant-Commander Ransom, U. S. Navy, regarding operations for checking the activity of the enemy between Bonnet Carré and Baton Rouge.

U. S. GUNBOAT KINEO,

Mississippi River, below Bonnet Carré Church, October 23, 1862.

SIR: I have to report that passing about 2 miles above Donaldsonville on the evening of the 20th instant—the *Katahdin* following this vessel—a body of rebel cavalry were seen and fired upon by the former. The fire from her XI-inch gun and Parrott rifle being returned by a volley of musketry, the *Katahdin* for a moment opened a brisk fire from all guns, until the cavalry having disappeared, the enemy's fire having ceased, and nothing in sight, we kept on up the river, anchoring for the night about 15 miles below Plaquemine.

The next morning (21st instant), being informed by the overseer of the plantation abreast of our anchorage that the stir had been great during the night in Donaldsonville, in preparation for our return, that four pieces of artillery had been placed at the same point where the *Katahdin* fired, and another battery of three pieces 2 miles below the town, I immediately determined to investigate.

I got underway before 9 o'clock, and followed by the *Katahdin*, steamed down, keeping a sharp lookout. When immediately abreast of the place, suddenly I saw boards drop, disclosing embrasures, with guns, on the brow of the levee, and in the same instant we received the fire from four pieces, and of musketry from tree tops and from the levee, and almost in the same instant the four pieces disappeared.

The fire was returned instantly with shell, grape, and shrapnel from both vessels. Both vessels stopped, turned around, and threw shrapnel and grape all about the vicinity and far back in the cane-brakes, but no man was visible, even from the mastheads—nothing except the tips of horses' ears running away with the artillery.

I am happy to state that not a man was injured, though three of the shot passed directly over us, one through both waist hammock nettings, destroying two hammocks and some rigging which happened to be stowed there, and several Minié balls struck the side of the vessel.

We then steamed down past the town, and on approaching the place where we were to look for the other three pieces I threw some XI-inch and 32-pounder shells along, but the rebel battery did not appear.

We kept on down the river.

A few miles above Jefferson College we stopped and dispatched a boat from each vessel to destroy the telegraph, and again a few miles below. It seemed to be in good working order between Bonnet Carré and Donaldsonville.

We destroyed it effectually, cutting down a large number of poles and bringing off the wire. We noticed at various points along embrasures recently cut, apparently and evidently in readiness for use by flying artillery.

We anchored for the night about 15 miles below Bonnet Carré.

The next morning (yesterday) I went down, by appointment with Brigadier-General Weitzel, expecting to convoy his brigade (in transports) up the river.

The brigade was embarked and about to start, in complete readiness, at 4 p. m., when an order arrived from General Butler, postponing the expedition until Friday (to-morrow).

After much anxiety and hopes many times deferred I am happy to announce that this expedition is organized, under General Weitzel, in a way to promise success toward checking the extreme activity and boldness of the rebels in this region between Bonnet Carré and Baton Rouge. The low stage of water—the high banks—gives the enemy advantages over us which we find it difficult to meet. Our men at quarters whilst underway now are liable to be picked off by numbers by large volleys from either bank, and before we can train and fire the enemy disappears.

The call upon our vigilance and activity is very severe upon officers and men, but we believe that thus far, at least, we have sustained in every respect the character of United States gunboats. I have every hope that the expedition now afoot may result in handsome success.

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

GEO. M. RANSOM,

Lieutenant-Commander, and

Senior Officer of Gunboat Flotilla above New Orleans.

Rear-Admiral D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron.

Report of Lieutenant Roe, U. S. Navy, commanding U. S. S. Katahdin, regarding an engagement with the enemy above Donaldsonville, La.

U. S. GUNBOAT KATAHDIN,
Mississippi River, October 23, 1862.

SIR: I have to report that on the 21st instant, when passing down the river in company with the U. S. gunboat *Kineo*, just above Donaldsonville, the enemy suddenly revealed a masked battery of 4 fieldpieces, firing upon us with them, accompanied by volleys of musketry. The officers and men being at quarters, the *Katahdin* returned the fire immediately, and, together with that of *Kineo*, the enemy were silenced and driven from their position. We shelled the place and the surrounding country effectually. I am happy to record no casualties on board the *Katahdin*.

Volleys of musketry are frequently fired at us from concealed places along the high banks of the river. We now have to fight our way regularly up and down the river,

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

F. A. ROE,
Lieutenant, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Pensacola.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Febiger, U. S. Navy, commanding U. S. S. Kanawha, for the restriction of all intercourse along the coast.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bay, October 24, 1862.

SIR: You will, as soon as you get your supplies on board from the *Connecticut*, proceed to Mississippi Sound and relieve the *J. P. Jackson*. As soon as she returns you will report to the commanding officer at this station.

It is desirable to stop all intercourse along the coast, and to that end you will capture all sailboats which may come under your observation.

To get into the sound you will take the Horn Island Passage.

Very respectfully,

H. H. BELL,
Commodore, Commanding Blockade off Mobile Bay.

Lieutenant-Commander J. C. FEBIGER,
Commanding U. S. Gunboat *Kanawha*.

Letter from Major-General Butler, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding cooperation.

HEADQUARTERS, ETC., October 25, 1862.

SIR: I had the pleasure to receive your dispatch announcing the great favor you have done me in detailing Officers King [Wiggin?] and [A. P.] Cooke to the command of my boats. They go off to-morrow morning, and I trust will be in Berwick Bay on Monday. I doubt not

you will hear a good account of them. The expedition to Donaldsonville started to-day. As soon as we get through with this little job I will send over the same troops and light-draft steamers to cooperate with you. I think I will spare a regiment and some pieces of artillery to hold Galveston, if that will be sufficient. I have not sufficient information as to the number of troops required for that purpose.

I never was more astonished in my life than in receiving your letter about the pitch. The history of the transaction is this: Some person came to me and asked for a permit to bring over his property on shore. It never occurred to me that it was pitch, or anything that you would want, and the permit was a general one. There are, however, 200 barrels more pitch left in Pensacola, which I will order seized and brought to you at the navy yard; and if it is reported to me by General Dow that this can not be done, I will see that sufficient for your use is sent from here. Please indicate how much pitch and how much resin you want by the return of the *Sykes*. When by any act of mine I paralyze the actions of the Navy, I paralyze my own right arm, and it has been a source of grief to me that you should even think for the days you are waiting this reply that I knew anything of this transaction. I send you by the *Sykes* 20 barrels of resin which I seized at Fort Pike. I can forward you tar and pitch from here if you do not get the pitch I have mentioned. I have ordered the *Sykes* to act as a dispatch boat between this port, Ship Island, and Pensacola. She moves about 14 miles an hour, and as she was fired into three times by the blockading squadron and dodged the shells, and the captain does not like to repeat the experiments, if you will give her a number that she may carry at night and distribute it among your squadron we shall save accidents. I don't blame the officers for shooting. After the fate of [George H.] Preble I would not let anything pass me if I were they. You know I believe in shooting when anybody attempts to run past. As she is a dispatch boat, may I ask that your officers shall not detain her, because I wish for all our sakes that she should make regular trips. She will leave here every Saturday and Wednesday afternoons at 4 o'clock, and on corresponding days from Pensacola at such hours as may give her the best dispatch. I think if you will give her your mail I can arrange with the postmaster so as to give you more frequent communication with the North than in any other way. Mrs. Butler, who has come out, sends her best regards. She has a right lively recollection of many kindnesses received from yourself and officers of your command.

Very truly, your friend,

BENJ. F. BUTLER.

Rear-Admiral FARRAGUT,
Commanding Gulf Blockading Squadron.

Report of Brigadier-General Weitzel, U. S. Army, announcing his entrance into Donaldsonville without opposition.

HEADQUARTERS RESERVE BRIGADE,
Donaldsonville, La., October 25, 1862.

MAJOR: I have the honor to report that, in accordance with orders, I left Carrollton, La., yesterday afternoon with my command and landed, in accordance with my design, at Miner's Point, 6 miles below

this place, directing my transports to follow up the column. * * * I entered this place without opposition about 10 a. m. I heard so many conflicting reports as to the strength and position of the enemy's forces that I sent out a reconnoissance. * * * They drove in the enemy's pickets, and report the force encamped on both sides of Bayou La Fourche, and represented to them as numbering 3,000. * * *

I have not the least doubt but that the enemy will concentrate to meet me at Thibodeaux. * * *

In conclusion, I must thank Captain [George M.] Ransom, in command of the *Kineo* and the gunboat fleet, for his vigorous and efficient cooperation with me thus far in my expedition. He manifested that same disposition to cooperate with the army to the full extent of his powers, for which he has already become famous. The same praise is due to Captain [Reigart B.] Lowry, commanding the gunboat *Sciota*; Captain [Francis A.] Roe, commanding the gunboat *Katahdin*, and Captain [R. F. R.] Lewis, commanding the gunboat *Itasca*. My transports were not fired upon at all, so well were they covered by the gunboats.

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

G. WEITZEL,

*Brig. Gen., U. S. Volunteers, Comdg. Reserve Brigade,
Department of the Gulf.*

Major GEORGE C. STRONG,

Asst. Adj. Gen., Department of the Gulf, New Orleans, La.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Blake, U. S. Navy, commanding U. S. S. R. Cuyler, to proceed to blockade duty southward of Mobile Bay.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, October 27, 1862.

SIR: You will proceed in the U. S. gunboat *R. R. Cuyler* to blockade the coast to the southward of Mobile Bay, keeping near latitude 29° 40' N., and between 87° 30' and 88° 30' west longitude, and will be careful to overhaul and examine all vessels coming in sight of you.

The U. S. gunboat *Montgomery*, Commander Charles Hunter, is on the same cruising ground, and you will frequently sight each other.

Very respectfully,

H. H. BELL,

Commodore, Commanding Blockade off Mobile Bay.

Lieutenant-Commander HOMER C. BLAKE,

Commanding U. S. Gunboat R. R. Cuyler.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Butler, U. S. Army, regarding condition of affairs in Galveston.

FLAGSHIP HARTFORD,
Pensacola Bay, October 28, 1862.

DEAR GENERAL: I have just received your two communications per steamer *Sykes*, one in relation to the pitch, for which I am greatly obliged to you. I would not have required any to be sent back had I

known any could have been obtained in Pensacola. I sent up there, and with the assistance of the provost-marshal I succeeded in obtaining 7 barrels of pitch and resin, which has kept me going up to the present time, and your present supply by the *Sykes* will be all-sufficient for some time to come, and if there is any to be had in Pensacola we will probably find it out by that time, but if not will let you know. I think a regiment will be all-sufficient for Galveston. The troops will be isolated, as the fort and barracks are on Pelican Island, and with a gunboat inside their protection must be perfect.

I received a long letter to-day from Commander Renshaw, who informs me that there is more Union feeling in Galveston than in any place he has been at out here. The people say that all they want is to be sure of the support of the Government. They are in great distress for want of flour, which is worth \$50 or \$60 of their money, and they are entirely cut off from the mainland by a force of some 5,000 men posted at Virginia Point, the opposite end of the railroad bridge which runs from Galveston Island, which he has not destroyed because the means of subsistence of the city people would be destroyed with it. Now they permit the market people to bring their articles for sale across the bridge by hand, but do not allow the cars to run. So soon as you determine to send the troops down, if you will let me know, I will send some vessels from here to assist in the transportation and protect your troops. I am well aware, general, you will never paralyze the operations of my squadron knowingly; and it was for that reason I was so quick in writing to you. Give my kind regards to Mrs. Butler, and tell her I congratulate her on being able to spend the winter with you.

Very respectfully and truly, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Major-General B. F. BUTLER,
Commanding Department of the Gulf, New Orleans, La.

Report of Rear-Admiral Farragut, U. S. Navy, proposing to open the Mississippi to the entrance of the Red River.

No. 232.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 28, 1862.

SIR: In reply to your communication of 2d instant, I would respectfully inform the Department that it is impracticable for the gunboats to guard the Mississippi River to and at its junction with the Red River, but should they so desire I will open it with the vessels under my command.

There are heavy batteries at Port Hudson, with which our gunboats could not successfully cope. For the number of guns mounted thereat I would respectfully refer you to the report of Commander W. D. Porter, who reported having engaged the batteries with the *Essex*.

Very respectfully, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commander Renshaw, U. S. Navy, commanding on the coast of Texas, regarding a cooperating military force.

FLAGSHIP HARTFORD,
Pensacola Bay, October 28, 1862.

SIR: Your letter has been duly received. The communication in relation to the required force has been attended to, and General Butler has promised to send down a regiment in a short time. Of course you are the best judge, being on the spot, as to the force necessary to hold the place, but I should suppose a gunboat and the mortar boat would be able to hold it while you make a visit to Matagorda. I send you, however, another gunboat to go inside.

In the course of a short time I hope to have time to attend to the entire coast; as it is, it requires more vessels to hold than to take the places, so that I fear to reduce my force too much until my heavy work is finished.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Commander Wm. B. RENSRAW,
Commanding U. S. Forces, Coast of Texas.

Report of Flag-Officer Farragut, U. S. Navy, transmitting reports regarding the nature of injuries sustained by the U. S. S. Essex.

No. 229.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 28, 1862.

SIR: I herewith enclose two reports from Commander Caldwell, now commanding the *Essex*. The first (marked A) does not at all corroborate Commander Porter's report of the perfect success of the vessel. The second (marked B) I have enclosed in order to show the destitute condition of the men and officers of the vessel, most of whom are from the wrecked *Sumter*. If I had their accounts I would order some paymaster to take them up, but as it is the officers are resigning, as they have neither money nor clothes.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. IRONCLAD GUNBOAT ESSEX,
Off New Orleans, September 20, 1862.

SIR: I have respectfully to report the repairs of this vessel completed, including the machinery and boilers and the plating of four porthole shutters, which were unfinished when the vessel left St. Louis. The repairs of the shot holes through the plating, which had to be done by patching, was a very tedious process, but the best and most expeditious that could be adopted. It was found that the attempt to remove the whole plates for repairs would cause a delay of months.

Sixteen shot and shells have passed through the plates, and nine of these through the woodwork also. In one place on the port side three of the inner oak plank were knocked entirely out, and a small rifle shell exploded in the dispensary, nearly destroying it and cutting up the bulkhead in the vicinity quite badly. Fragments of small field artillery shells were picked up inside the vessel, and one rifle shot tore up several feet of the wardroom floor and buried itself in the wheelhouse amidship.

I have to report her present condition as follows: She works slowly and not very well; although running two engines and two wheels she can not be kept under complete command; she moves so very slowly, even under full steam, that when the river rises she will be unable to double the points, making the bends without the aid of a powerful tug. In the present low stage of the river, with scarcely any current, she does very well. The vessel has settled several inches since she first left St. Louis, and can not carry the same amount of stores and coal as formerly; still she can carry enough to last six days full steaming, and with banked fires, one month; her provisions will last the same time. The planking under the heavy plating has shrunk, and during every rain the vessel leaks very badly. It ruins the provisions and clothing, and renders her wretchedly uncomfortable and unhealthy to officers and men, nearly all of whom have been troubled more or less with the fever.

The vessel was designed originally to be always under steam, and with that view everything has been fitted accordingly; she heaves up her anchor by steam, and the only pumps in the vessel are worked by steam. In case of springing a leak or meeting with an accident causing her leak, she would inevitably sink before steam could be gotten up, in case her fires were out. The deck and hatches are usually about 3 inches above the surface of the water, but now with all her coal in, battery in place, and provisions on board, the forward guards are under water and the deck just level with the surface.

It is apparent from this how small a leak would sink the vessel unless steam was up, and everything in readiness for an emergency.

In coming past Vicksburg it seems this vessel missed the ram *Arkansas*, and instead struck the bank, where she hung for a short time. Her starboard bow has settled, and as it was not observed before, it is attributed to this accident.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,

Commander, Commanding Gunboat Flotilla.

Admiral D. G. FARRAGUT, U. S. Navy,

Commander in Chief of Western Gulf Blockdy. Squadron.

U. S. IRONCLAD STEAMER ESSEX,

Off New Orleans, October 23, 1862.

SIR: Enclosed I forward the resignation of Master's Mate W. F. Chess, formerly of the *Sumter*, and transferred from the *Anglo-American* to this vessel. The condition of this officer, and in fact all the officers and men from the *Sumter*, is most unfortunate. They were all appointed by the commander in chief of the Western Flotilla to serve under his immediate command on the upper section of the river. They were not able to leave allotments to their families, and

sailing without a paymaster or money, they have had no pay of any amount whatever since attached to the three different vessels upon which they have served during the five months they have been in service. They have been obliged to live on rations and deprive themselves of every comfort and privilege since they volunteered their services to the Government.

When the *Sumter* was deserted all their clothing and personal effects were left and lost. The commander of the *Sumter*, Lieutenant Erben, has been ordered to the North for some time past. There are no records whatever of the vessel—no muster roll, no transfer, no descriptive list, and no evidence whatever as to the identity of the men and officers but what each knows of the others. Some men claim that their time of service (one year) expired some time since.

The case of the married officers and men is peculiarly hard; their families have been for months without money or aid of any description, and although sending the most urgent appeals for assistance they have not been able to procure a cent up to this date.

I would respectfully recommend that all the officers and crew of the *Sumter* be sent home if their places on board this vessel can be supplied by others.

They are without money or clothes, and their families are in absolute distress for want of aid.

This vessel is allowed four masters and two mates. She has now three masters and two mates. All these with the exception of one master came from the *Sumter*. All the officers of this vessel with this one exception were allowed to go home by Commander Porter.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,

Commander, Commanding Gunboat Flotilla.

Admiral D. G. FARRAGUT, U. S. Navy,
Commander in Chief of Western Gulf Blockdg. Squadron.

Capture by the U. S. S. Montgomery of the steamer Caroline, October 28, 1862.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 236.]

FLAGSHIP HARTFORD,

Pensacola Bay, October 29, 1862.

SIR: I have the satisfaction to report the capture of one of those steamers which the consul at Havana had informed us of as "suspicious." The *Montgomery*, Commander Charles Hunter, one of the Mobile blockading vessels, was cruising and fell in with the *Caroline* and chased her six hours, during which time the latter threw overboard many boxes or bales of her cargo. She showed English colors after the *Montgomery* commenced firing at her, but did not heave to until she had been struck twice by the *Montgomery's* shot. The captain, like all others similarly circumstanced, professed to be bound to Matamoras, but she miraculously got to the northward and eastward in a gale of wind from the northward and eastward some hundred miles out of her course. The crew, however, say, that she was going into Mobile that night.

I shall send her north for adjudication, and if she is condemned, I

hope she will be sent out to me for operations in the shoal waters of the coast, as she only draws 6 feet of water when loaded. The vessel's cargo being marked only as boxes and bales, with the exception of a few articles, we do not know its true character, but suppose it to be principally munitions of war. I herewith enclose Commander Hunter's report.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Hunter, U. S. Navy.

U. S. S. MONTGOMERY,

Off Pensacola, October 28, 1862.

SIR: I have the honor to report that this morning at 7:55 o'clock, our position being then latitude 29° 25' N., longitude 87° 35' W., we discovered from the topmast head a sail bearing E. N. E., we then being under easy steam, steering N. E.; immediately pointed for the sail and got all steam up as soon as possible. In an hour or more saw that the sail was a side-wheel steamer, and we came up with her slowly. At 1 p. m. hoisted our colors and fired rifled gun, but with the greatest elevation could not place our shells near her. The steamer did not stop or show any colors. We continued firing at short intervals, expending 17 shells. At 1:15 p. m. saw bales of goods floating by us, 38 in number. At 2:25 the strange steamer showed English colors and stopped her engines, being then about one-half mile distant. At 2:40 we rounded to near the chase and two boats were sent to her in charge of two officers, with orders for one to remain on board, the other to bring the captain and his papers to this vessel.

The captain of the steamer soon came. I asked to see his papers. He handed me his crew list, certificate of ownership, and provisional register of the English steamer *Caroline*, formerly the American steamer *Arizona*, built in Wilmington, Del., in 1858, 582 tons burden; also ten bills of lading, or what are so termed, but not signed, which he said were all the papers he had. I saw 19,500 pounds of saltpeter in one of the bills. When I told the captain that I would send him in, I asked him if he had arms on board. He said, "Yes." I then went on board the *Caroline* to see if any other papers or any log book could be found. The mate informed me that no log book was kept, and said, "In these voyages we never keep any."

The engineer said to me that we would not have caught them if they had not had little steam up. I ordered a prize crew on board the *Caroline* and brought her crew, except the mate and two or three sailors, on board this vessel, and we are now on our way to Pensacola to replenish our coal, and hope to leave there to-morrow evening and catch another vessel with contraband of war on board.

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

CHARLES HUNTER,

Commander, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,

Commanding Western Gulf Squadron.

Copy of a paper found on board the steamer *Caroline*, formerly the *Arizona*, October 29, 1862.

A green light shown over the side of the vessel will indicate a friend wishing to communicate or run in. The reply of a green light will indicate that it is safe to do so. The reply of a red light will indicate that it is unsafe to do so. The reply at that time of a white followed after an interval by a green light will indicate that you must try the western channel. The reply of a white light followed after an interval by a red one will indicate that you must try the eastern channel.

By order of W. L. Powell, colonel, commanding brigade,

R. M. CAMPBELL,
Acting Assistant Adjutant-General.

The officers of the captured steamer *Caroline* state that the steamers *Cuba* and *California* are expected here every night to run the blockade. They are to make the land to the eastward and run down close along the beach. If they find they can not get in, they are expected to run the vessels on the beach, discharge their cargoes, and burn them. Deserters state the *Oreto* is expected to run out immediately through the Main Ship Channel; draft 11 feet.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Haxtun, U. S. Navy, commanding U. S. S. *Connecticut*, regarding transportation of the master of prize steamer *Caroline* (*Arizona*).

FLAGSHIP HARTFORD,
Pensacola Bay, November 4, 1862.

SIR: You will receive on board your vessel, for passage north, Captain Forbes, lately commanding prize steamer *Caroline* (*Arizona*). You will keep a strict watch upon him, as he is a dangerous person, and upon your arrival in New York you will hand him over to the United States marshal, subject to the orders of the honorable Secretary of the Navy, as his testimony will be required before the prize court at Philadelphia. Captain Forbes is an American citizen.

You will forward a copy of this communication to the honorable Secretary of the Navy, and also one to the United States marshal at New York.

Very respectfully,

D. G. FARRAGUT.

Lieutenant-Commander M. HAXTUN,
Commanding U. S. S. Connecticut.

[Telegram.]

BALTIMORE, *November 11, 1862.*

Letter from my son Albert, dated off Pensacola, on the *Hartford*, October 29, says: U. S. S. *Montgomery* came in this morning with a fine side-wheel steamer loaded with arms and munitions of war, which she caught about 50 miles off Mobile after a chase of 7 hours. She was originally called the *Arizona* but changed to the *Caroline*, commanded by Captain Forbes, of New Orleans, formerly of Amboy, N. J. She hails from Havana. When about being overhauled, her crew commenced to throw overboard arms, etc., but did not succeed in making way with much of her cargo.

C. C. FULTON.

Captain Fox.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander French, U. S. Navy, to relinquish the command of the U. S. S. Albatross.

FLAGSHIP HARTFORD,
Pensacola Bay, October 29, 1862.

SIR: You will relinquish the command of the U. S. S. *Albatross* to Lieutenant-Commander John E. Hart and take passage north in the U. S. S. *Rhode Island*, reporting your arrival in writing to the honorable Secretary of the Navy.

Very respectfully, your obedient servant,

[D. G. FARRAGUT],

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Commander H. FRENCH,
Commanding U. S. S. Albatross

Report of Rear-Admiral Farragut, U. S. Navy, requesting additional officers and men for his command.

No. 241.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 30, 1862.

SIR: As so many officers and men are being sent north from this squadron for various reasons, I respectfully request that the Department will send me both officers and men to fill their places. I have none but the very youngest officers for first lieutenantcies.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Haxton, U. S. Navy, commanding U. S. S. Connecticut, regarding the capture of the schooner Hermosa, October 30, 1862.

U. S. S. CONNECTICUT,
At Sea, November 13, 1862.

SIR: I have the honor to report that on the afternoon of October 30, I captured the English schooner *Hermosa*, of Nassau, about 15 miles to the eastward of Sabine River and close under the land.

Having put on board a prize crew I dispatched her, in charge of Acting Master Charles W. Lee, to Key West, where they rejoined this ship.

I enclose a muster roll of the officers and crew of this ship at the time of the capture.

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

M. HAXTON,
Lieutenant-Commander.

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

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Russell, U. S. Navy, commanding U. S. S. Kennebec, to blockade the Pelican Channels.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, October 31, 1862.

SIR: You are expected to close up the Pelican Channels effectually against vessels running in or out through these passes.

To do this you will anchor the *Kennebec* every night in 5½ fathoms; bringing Fort Gaines to bear by compass N. by E. ½ E., and Sand Island light E. by S., before daylight, dropping out of range of the guns at that fort and altering its bearing.

You will receive enclosed herewith a copy of the signals concerted for running blockade.

Very respectfully,

H. H. BELL,
Commodore, Commanding the Blockade off Mobile Bay.

Lieutenant-Commander JOHN H. RUSSELL,
Commanding U. S. Gunboat *Kennebec*.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, referring to the U. S. S. Florida and other matters.

FLAGSHIP HARTFORD,
Pensacola Bay, October 31, 1862.

DEAR COMMODORE: I received your note this morning by the *Tennessee*, and had myself made up my mind to send down the *H. Beals* to relieve the mortar boat *O. H. Lee*, but I do not understand why she does not lie inside the bar in comparatively smooth water. I learn from all these deserters (a copy of which I send you) that no vessel has gone out through Grant's Pass for many months; not since the vessels were sunk there. If there were any vessels seen in the [Mississippi] Sound, they came out of some of the places in the sound. They say that all the vessels that they have known to go out here have gone out the Swash Channel. They say that the *Oreto*, now the *Florida*, is bound out and will require all your vigilance. I want to be at them, and as soon as I can get an interview with Butler, I think if he don't give me the soldiers, I will go it alone.

I have just had an intelligent Swede, who was quartermaster on the *Florida*. He says that they keep on deck one gun's crew at a time during the night; that she lays about one-half or three-fourths of a mile from Sand Island, where the light-house stood; that she is only about 4½ feet high out of water; has no bulwarks, but iron stanchions, with a rope run through them around her. She has 75 men. I think there will not be the least difficulty in boarding with your launch and another, and two or three smaller boats of a dark night—darker the better. She is a little lower aft than forward, so that I think you will have no difficulty in boarding. As to Mr. Adams, I would like to know who has a command junior to him. You can put him in the *Jackson*, as I learn to-day that Woodworth has left for New Orleans. I give them all their commands, as they are entitled to them. But the Department sometimes takes upon itself to appoint officers to command and I am disappointed, and so must they be who are ordered.

I fear I shall be compelled to fill vacancies with the youths you all examined the other day. I do not mind age if they have experience in their profession. I shall have to send you a young man for your first lieutenant.

I find that the *Caroline* is loaded with powder, arms, and ammunition of all kinds. I know the captain very well. He used to supply all our wants when at Vera Cruz; he then commanded the *Tennessee*. Send the bomb vessel up here, the *O. H. Lee*.

Yours, truly,

D. G. FARRAGUT,
Rear-Admiral.

Commodore BELL,
Commanding Blockade.

Operations in Atchajalaya River and Bayou Teche, October 31–November 5, 1862.

Report of Lieutenant-Commander Buchanan, U. S. Navy, commanding U. S. S. Calhoun.

U. S. S. CALHOUN,
Off Brashear City, Atchajalaya River, November 9, 1862.

SIR: I have the honor to report that I left Lake Pontchartrain on the afternoon of the 25th of October, to proceed to the South West Pass, where I was to be met by the steamers *Estrella* and *St. Mary's*, and to proceed from there to this place, in order to cooperate with General Weitzel, who was coming along the railroad, and I also hoped to catch some Confederate gunboats.

I had expected to bring the steamers *Kinsman* and *Diana* with me, but the *Kinsman* broke down at Fort Pike, and the *Diana* not having her officers or crew I left without them. I arrived at the South West Pass on the evening of the 27th, having run aground in coming through Pass à l'Outre, and left in company with the *Estrella*, Lieutenant-Commander Cooke, and the U. S. transport *St. Mary's*, having on board the Twenty-first Indiana Regiment, on the morning of the 28th. We arrived in the bay the morning of the 29th and immediately commenced staking out the channel, which is very intricate and narrow. The rebels had removed all the buoys and stakes, but we by hard work managed to work our way up to the obstructions in the channel by the evening of the 30th. The *Kinsman* arrived the same evening and kept the pilot busy all night putting down stakes to get around the obstructions, and as there was not water enough for me to steer in I hauled the *Kinsman* alongside and put all my guns and ammunition on board of her. The same morning a rebel steamer came down to take a look at us and fired three guns at us, which I returned with two from my 30-pounder Parrott, when she turned and ran back. The next day I tried to get the *Calhoun* over, but she grounded. I put three of her guns back and started with the *Estrella* for Atchafalaya River, but the *Estrella* also ran aground, and finding it impossible to get her off until high tide I went with the *Kinsman* alone to the mouth of the river; but finding nothing I ran out into the bay and anchored and sent my pilot down to the other vessels. He brought the *Estrella* and *St. Mary's* up safely the next morning, and Mr. Jordan, the executive officer, succeeded in getting around the obstructions and about halfway up the bay, when the *Calhoun* grounded

again. We tried to get her off [in] the *Kinsman*, but not succeeding, and as we had already lost so much time, I took part of my crew and two guns on board and started for this place, where we arrived about 7 o'clock p. m. of the 1st. Upon getting off the town I saw a steamer's smoke, which I immediately made for, although I could not fire upon her, as my Parrott gun was spiked, how or by whom I can not discover. I ordered the *Estrella* to open fire, however, and we, a short time afterwards getting our gun clear, opened also; the steamer then rang her bell very loudly, and we heard persons singing out, "Don't fire," which has been corroborated by persons from shore, when I ordered the *Estrella* to cease firing and also the *Kinsman*, thinking she had surrendered, and for the *Estrella* to run alongside of her and board her, she then being about 1,500 yards distant, but Captain Cooke, misunderstanding the order, fell back, and about the same time the steamer fired a gun, striking the *Kinsman* under the port bow. I immediately opened on her again, and still going full speed made for her; but she put up the Atchafalaya River; and although we followed her for nearly an hour she succeeded in escaping from us by her superior speed. She proved to be the rebel gunboat *Cotton*, ironclad, with, I think, the guns casemated and very fast. The same night I captured the rebel steamboat *A. B. Seger*. She belonged to the U. S. Navy and was used as a dispatch boat, and was commanded by Lieutenant [Acting Master] I. C. Coons, U. S. Navy. The crew ran her on shore and deserted her. She is a small side-wheel boat of about 30 tons and not fit to go outside. I brought up the *St. Mary's* the same night and anchored off Brashear City. We landed the next morning and found that we had arrived too late by forty-eight hours to prevent the rebels from crossing. The *Diana* arrived the same day, and shortly afterwards Mr. Jordan arrived with the *Calhoun*. As soon as I had coaled I started with all four boats up the Atchafalaya River, to go up Bayou Teche to Franklin. About 5 miles above Pattersonville, and 3 from the mouth of the Teche I found the enemy posted. They had thrown up some earthworks about 2 miles up, which they deserted on our approach, and retreated above a bridge called the Cornay Bridge. I opened on them with my Parrott gun, but carrying away the chocks to which the breeching was secured I was obliged to stop to repair. I sent Captain Cooke ahead with the other two boats, when he soon came in range of the *Cotton*, who was posted above the bridge, and, as we soon found out, they had also the river obstructed. The second or third shot struck the *Estrella* on her port rail, killing 2 soldiers who were working a 24-pounder howitzer and wounding another man and also carrying away the *Estrella's* wheel ropes. The *Estrella* was obliged to run on shore to allow the other boats to pass, the Teche being here very narrow. The *Diana* and *Kinsman* kept on, but the *Diana* having her Parrott guns mounted on an iron carriage got it foul and was obliged to stop. The *Kinsman*, however, kept on up to the bridge; and I would respectfully bring to your notice the conduct of Acting Master George Wiggin, commanding her. He put his ship right up to the battery on shore, which I have since learned consisted of eleven fieldpieces, and within 1,000 yards of the *Cotton*, which was as close as he could get. He drove off the fieldpieces and kept up fire with his rifled gun on the *Cotton*. He received 54 shots through his hull and upper works and had three through his flag.

He had one round shot through his shell room and magazine, but fortunately it did no more damage than to destroy eleven shell boxes and to knock the sabots off of the shells. He had 1 man killed and 5 wounded, one of which (his lake pilot) died next day from the effects of amputation. I hurried up as soon as I heard the firing and ran my stern up to the bridge, and finding the *Kinsman* was leaking badly ordered Captain Wiggin to back out of range. By running my bow into the bank I brought my port broadside to bear on the *Cotton*. She stood for about twenty minutes, when she backed up around a turn in the Teche and soon got out of our range. The *Estrella* and *Diana* also by this time were up, and after shelling the woods we landed. I tried to haul the obstructions away, and also tried to force the *Diana* over, but could not succeed. As night was coming on I did not think it prudent to lay in the Teche, where the enemy could come all around us at night and fire upon us with musketry and artillery without our being able to see them, so I returned to Brashear City to repair damages and bury the dead.

The *Cotton* made some excellent firing. I received eight shots, three of which were in the hull, on the port side, two in my port wheelhouse, one in my starboard wheelhouse, and two in my port round house. None of them did any material damage or hurt a person on board. The *Estrella* was touched three times, as was also the *Diana*. None of us had our machinery touched. The obstructions consist of a steamer called the *Flycatcher* and a schooner loaded with bricks sunk across the channel, and then live oak thrown in all around. With a land force to protect us on the banks I could remove the obstructions, I think; but as it is now, with the *Cotton* firing upon us and a large force on shore, I think it is exposing my men unnecessarily. The whole rebel force was there, we learned, under General Mouton, numbering from three to four thousand men. We cut them up pretty badly, and they have since moved their camp up to Centreville, which is 3 miles above the obstructions, only keeping their cavalry and artillery below. We were busy all the next day repairing damages. The morning of the 5th I started up again with the *Estrella*, leaving the other boats to continue their repairs. We drove them off as before, but I did not escape as luckily—a shot from the *Cotton* striking the port, forward, struck off my Parrott gun, killing 2 men almost instantly. Their names are William Cameron and William Hislop. My officers and crew have all behaved excellently. The crews of all the vessels, with the exception of the *Diana's*, who are volunteers from the frigate *Mississippi*, and ten men on board the *Estrella* from the *Pensacola*, have been shipped in New Orleans, and all have behaved well.

On the 6th, Acting Master Weeks, in command of the *Diana*, while cruising in Grand Lake, heard of some cotton, which he went after and brought to this place. It was taken at the request of the agent, a Mr. Todd, who represents himself as a Union man, to prevent the rebels from burning it. I would respectfully wish to know what disposition is to be made of it. There are 255 bales. The owners are represented as Union men also, and live in Franklin. The next day I started Acting Master Wiggin in the *Kinsman*, taking along with him the *Seeger*, to capture two steamers which I had heard of. After some trouble, he succeeded in finding them, stored away in a small bayou called Bayou Cheval, about 9 miles from Grand Lake. The steamers

he found to be almost useless, one of them, the *Osprey*, having no wheel, and part of her machinery gone, and the other one, the *J. P. Smith*, all rotten. He found it impossible to get them out, they having been run hard ashore, and upon consulting with my chief engineer, whom I had sent along, as to the possibility of their being repaired, he concluded to burn them. He was also induced to burn them from the fact that he found a gang on board making bowie knives, and molding buckshot and bullets, and also found an order to the captain to burn them if the Yankees came up. He took the captain of the *Smith* and a Captain Caldwell, who commanded a company about there, with his gang, prisoners, all of which I have turned over to Colonel McMillan.

The *Cotton* is in such a position that she can not escape. She can not go much farther up the Teche, and she can not get out. I keep boats running up and down there every day, but I have given orders not to engage her unless there is some prospect of success, as we are all rather short of ammunition, particularly Parrott, as we have to use our bow guns most all the time. From the best information I have been able to gain, we have so far struck her various times, but our shot glanced off her iron casing. I saw this myself the other day. We have had her on fire three times, once by the *Kinsman* and twice by this ship. So far as we have been able to learn we have killed 4 men on board and wounded several, and also killed and wounded a number on shore the first day, and killed 1 two days afterwards. I intend to try her again by sending the two light-draft vessels around into Grand Lake to get in her rear, while I go up and engage her in front. I think they can get within a mile of her, but they will have to fire over woods. We received a small supply of ammunition to-day, but not enough, as the rebels are beginning to be troublesome on the banks of the river and the Teche. There was a large lot sent out, but through some carelessness the train was blown up.

The rebels on leaving this place destroyed a great deal of sugar, and burned up over 100 cars. The planters here have almost all deserted their plantations, and taken their negroes with them. I forgot to mention that I also had a man, Frank Bien, ordinary seaman, killed on the 5th by the premature explosion of a Dahlgren shell from a 24-pounder howitzer on board of the *Estrella*. The *Estrella* was little astern of me, and the Teche being very narrow, she was obliged to fire very near over my quarter deck, a piece of shell struck him in the back and killed him nearly instantly. As the channel is very narrow and intricate in coming through the bay, I would respectfully request to know if I could have authority to have it staked out and the buoys placed, most of which are here. The pilots are the only persons I would have to employ. Vessels of 7 feet draft could then enter.

I am, very respectfully, your obedient servant,

THOS. MCKEAN BUCHANAN,

Lieutenant-Commander.

Rear-Admiral DAVID G. FARRAGUT,

Commanding West Gulf Blockading Squadron,

Flagship Hartford, New Orleans.

Letter from Major-General Butler, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, forwarding copy of report of Lieutenant-Commander Buchanan, U. S. Navy, commanding U. S. S. Calhoun.

HEADQUARTERS DEPARTMENT OF THE GULF,
November 6, 1862.

I am pleased to return to you a copy of Lieutenant-Commander Buchanan's report of his operations at Berwick Bay. I am sorry to say that owing to the storms and delays necessary and unnecessary in moving our fleet we were not able to get there three days sooner, when we should have infallibly bagged the whole rebel party. Now, as it is, we must do the best we can.

We are proposing to go farther, and may yet be employed some days upon this matter. I will keep you informed of all further operations.

I have the honor to be, etc.,

BENJAMIN F. BUTLER,
Major-General, Commanding.

Rear-Admiral FARRAGUT,
Commanding Western Blockading Squadron.

[Enclosure.]

U. S. S. CALHOUN,
Off Brashear City, November 4, 1862.

SIR: I have the honor to report that we arrived off here on the night of the 1st, but unfortunately too late to stop the rebels from crossing. We had a great deal of difficulty in getting over the bar, and felt the want of our light-draft vessels very much. The day the *Kinsman* arrived I crossed in her, and tried to get the *Estrella* over, but she grounded. I came up to the mouth of the river, but saw nothing but the *Hart*, which we chased but could not catch. We got the *Estrella* and *Saint Mary's* over the next day, and the following day the *Calhoun* came up with the *Diana*.

The night of our arrival we chased the rebel gunboat *Cotton*, but she got away from us by her superior speed. The same night we captured the rebel steamer *A. B. Seger*. She is a small boat, about the size of the *Fancy Natchez*, and is very useful.

Yesterday I went with all the gunboats up Bayou Teche and found the enemy about 14 miles from here, posted above the obstructions they had sunk in the Teche. We engaged them for two hours and drove them off, as we also did the *Cotton*. The *Kinsman* bore the brunt of it, and received 54 shots in her upper works and hull and had 1 man killed, a soldier of the Twenty-first Indiana, and 5 wounded. The pilot, John Belino, had his leg badly shattered and died to-day from the effects of amputation. Captain Cooke, in the *Estrella*, received three shots and had 2 soldiers of the Twenty-first Indiana killed whilst working the guns and 1 badly wounded. The *Diana* received three shots, but had no person hurt. She will have to be hauled out as her stern is shot away. I received eight in the *Calhoun*, but fortunately they did no material damage.

Captain Wiggin fought his ship nobly. He was in such a position that he received all the fire from the artillery on shore and at the same time had the *Cotton* playing upon him; he, however, drove the artillery away and put several shots into the *Cotton*. The whole rebel force was there, numbering between 3,000 and 4,000 men, with 70 field-

pieces. We hear to-day we did them a great deal of damage and that the *Cotton* is sunk. They had thrown up a mud fort on this side, but evacuated it on our arrival. We tried to remove the obstructions, but could not succeed, but I think that when General Weitzel arrives so as to protect us from sharpshooters on the bank, we can do so. I keep running up and down all the time so as to keep the river clear of the obstructions.

We can make all our repairs here, and I will have the *Kinsman* ready for service to-morrow. The *Diana* is getting timber out for Colonel Thomas to repair the bridge at Bayou Bœuf. The enemy destroyed about 1,000 hogsheads of sugar, a lot of molasses, and also burned 98 cars and 3 engines.

I send requisitions for ammunition for the three gunboats, which we want very badly, as we fired away a good deal yesterday, and I expect to have a good deal more firing to do, and also for some blouses and shoes for the men that have been shipped. It is absolutely necessary that they should have some clothing, and I hope you will order the quartermaster to furnish it. We have got all the steamers above us, but I am afraid they will burn them. The officers and men behaved splendidly. The *Cotton* is iron-cased, and did some excellent shooting. She mounts one long 32-pounder, four 24-pounders, and two 6-pounder rifle guns.

The iron casing on the *Kinsman* and the *Diana* turned the shot beautifully. Captain McLaffin, who was on board the *Calhoun* with his company, went on shore with his men and tried to get opposite the *Cotton*, but before he got up to her she had left. If she has not been sunk we will get her yet. I shall send the coal schooner back, as we do not want her, there being plenty of coal here.

November 5.—I have just returned from another trip up the Teche with the *Estrella*. I had 3 men killed by a shot. The *Cotton* was there. They had a battery on each bank, but we succeeded in driving them all off. I can do nothing until General Weitzel arrives. They are now strongly posted at the obstructions, and although I can drive them off, I can not work at them. We want some more ammunition now badly. I think the *Cotton* is casemated, as our shell glanced off. We had him on fire once. We could plainly see our shot strike him, but he fights bows on.

I am, very respectfully, your obedient servant,

THOMAS McKEAN BUCHANAN,
Lieutenant, Commanding.

Major-General BENJAMIN F. BUTLER,
Headquarters Department of the Gulf.

Extracts from diary of Assistant Engineer Baird, U. S. S. *Calhoun*, U. S. Navy.

October 30, 1862.—We steamed up the Atchafalaya Bay, towing the schooner, and anchored in 8½ feet of water; the *Calhoun* drew about 7 feet. Martin Freeman, the pilot, went in the cutter to sound out the channel (rebs had removed buoys); the channel shifts. About 2 p. m. the rebel steamer *J. A. Cotton* came down the bay and fired two shots at us, to which we replied with the 30-pounder Parrott gun three times. She beat a hasty retreat. It was plain our gun had

a much greater range. I was sorry we had not used a smooth 32-pounder and thus gotten her nearer.

October 31.—Aground again. It looks as if we can not get to Berwick Bay. Current is strong against us and it is hard to steer. Our entire battery is transferred to the *Kinsman*, with shot, shell, etc., to lighten her. The steamer *Cotton* comes down in sight again and Buchanan goes aboard the *Kinsman* with Second Assistant Engineer Brown, J. E. Straw, master-at-arms, Alphonse Farror, clerk, Lewis, Rodgers, Smith, Henry, Williams, Cameron, Kelley, Donelly, Davigh, and Givens, of the *Calhoun's* crew, and chased the rebel gunboat up the bay. Acting Master Jordan sounds out a channel and stakes it, so we may run and get that gunboat, then we move half mile, followed by the *St. Mary's* and the coal schooner, and we stick in the mud again for the night.

November 2.—Jordan put out a kedge and ran the hawser to the paddle shaft. We backed the engine hard and the ship floated. The *Kinsman*, *Diana*, and *Estrella* had gone ahead, but before we could overtake them they had driven the rebel gunboat up the bay and had captured Berwick Bay, with the town of Brashear on one side and Berwick on the other. We had taken the sloop in tow, with one of the prisoners, Emile La Fontaine, in her to steer; she capsized and poor Emile was drowned. The rebels had run their locomotives into each other at Brashear City, and smashed them badly; they had burned the bridge over Bayou Ramas (2 miles), over Bayou Bœuf, 5 miles from Brashear, toward New Orleans. General Banks' army had advanced from Bayou La Fourche toward the Bœuf; the soldiers landed from the *St. Mary's*, and among them were mechanics—locomotive builders and bridge builders. They found the parts which had been removed, and out of three or four wrecked engines they had one fit to run in three days. We gave them some tools, bar iron, etc., and they pressed not only the village smithy into service, but the smith himself. The bridges were restored by General Banks's soldiers. We did not capture the *Cotton*; she was too fast; escaped into Bayou Teche and obstructions were sunk across the bayou behind her. But we captured the *A. B. Seger*, a paddle-wheel boat about 55 feet long, with a locomotive boiler and pair of locomotive engines in her, the cylinders bolted to top of and axis parallel with boiler. It was evident she was short of displacement and down in the water out of all reason, hence slow. * * *

November 3.—Before daylight a pilot boat drifting deserted was seen and picked up by our cutter. The boat had sailed in, discovered the Yankees in possession, and, *voilà*. Captain [Edward] McLafflin's soldiers take charge of the *Seger* until we could put her in order, which Third Assistant Engineer Mars did later. The *Diana* went up the Atchafalaya River toward Pattersonville and found the *Cotton* was in the Teche, and returned; then all four vessels went up the river and into the Teche up to Cornay's Bridge, where the obstructions were. Saw a steam mud excavator on fire up the bayou.

The *J. A. Cotton* opened on us at 1:30 p. m. and we replied. She struck the *Calhoun* eight times. One shot carried our soup tureen and our roast of beef into the paddle wheel, another struck the shaft, one went through and through the hull at low-water line. Two of our men were killed, and some wounded. A splinter cut my left hand and brought blood. The land batteries put 54 shot through

the upper works of the *Kinsman*. It was beautiful to see Buchanan sight the pivot gun; he landed a percussion shell on the *Cotton's* armor which exploded and cleared her deck. Two or three such shot served to drive the *Cotton* up the bayou. Our bell wires were shot away; they were repaired during the action. The breeching of 32-pounder was shot away, the paint locker destroyed. The land batteries did most of the firing on the *Kinsman*, but when Buchanan sighted a 32-pounder with canister at them they limbered up their guns and left like men in a hurry.

Abstract log of the U. S. S. *Calhoun*, Lieutenant-Commander Buchanan, U. S. Navy, commanding.

September 17, 1862.—Ship put in commission. Mississippi River, off New Orleans.

September 23.—Received on board one 5-inch Sawyer gun, with appurtenances and ammunition.

September 24.—Took on board two guns with all their working gear, also 54 shot. From meridian till 4 p. m.: Got on board one Parrott rifle, 30-pounder, broadside carriage, etc., complete, and ammunition.

October 7.—At 5:40 p. m. discovered the steamer *Ceres* on fire. At 7:30 discovered a number of men in the water, stopped the engine and lowered away all boats. At 9:30 all hands returned, having succeeded in saving 21 of the officers, passengers, and crew of the *Ceres*. Off Ship Island: Sent the boats out again to search the island, but could discover no more survivors or bodies.

October 30.—At 9 a. m. sent Mr. Jordan with the gig and the *St. Mary's* boat to capture a sloop inshore (Atchafalaya Bay). At 10 made a steamer standing in for the bay; sent the *Estrella* after her. At 10:15 the gunboat *Kinsman* came in sight and joined the chase. At 11 we stood in to head her off and hoisted signal to recall the steamers *Estrella* and *Kinsman*. At 1 p. m. a rebel steamer came down within 4 miles and fired two shots, when we opened on her with our 30-pounder Parrott rifle; fired three shots, when she ran in to the land out of sight. Mr. Jordan returned with sloop *Dixie* and 3 men as prisoners.

October 31.—From meridian to 4 p. m.: A rebel steamer in sight inshore about 8 miles distant. Making preparations to pursue her with the steamers *Grey Cloud* and *Estrella*. At 1 p. m. the latter steamed ahead a short distance and grounded. Left on board the *Grey Cloud* two 32-pounders, a lot of shot, shell, and ammunition, Lieutenant-Commander Buchanan, 3 officers, and 11 men, to go in pursuit of the rebel steamer.

November 3.—Berwick Bay. From meridian to 4 p. m.: Steaming up the bay in company with steamer *Estrella* and *Grey Cloud*, the *Diana* having taken the Grand Lake route to the mouth of Bayou Teche to Cornay's bridge, at which place the enemy have constructed a dam of live oak. The smoke of a steamer is reported from our masthead and also a vessel on fire, which proves to be a steam mud excavator on fire. At 1:30 p. m. sighted the enemy and fired 3 shots from our 30-pounder Parrott, when the breeching cleat gave way, and at the same time the bell wire to the engine room broke; stopped to repair; the other steamers were ordered to proceed. At 2:30 steamed up the

bayou, our guns keeping up a continuous fire upon the land batteries, until reaching the position of the *Grey Cloud* and in range of the rebel steamer *Cotton*, from which we received 8 shots, but sustained no material injury, with the exception of one (shot), which went through her hull just at the water line. At 3:45 the *Cotton* ceased firing and steamed up the bayou. Steamed down the river in company with the fleet.

November 5.—At 9 a. m. steamed up the river in company with the *Estrella*. At 10:45 sighted the enemy. At 11 commenced firing with our 30-pounder rifle Parrott, and with the other guns as we could bring them to bear. At 11:30 a raking shot struck us, taking off the forward truck of gun carriage of 30-pounder Parrott, killing 2 seamen and slightly wounding 1. From meridian to 4 p. m. engaged the *Cotton*. At 12:30 p. m. a shell from one of the *Estrella's* guns exploded over us, mortally wounding a seaman. At 1:30 the *Cotton* retreated and we leave for Brashear City.

November 10.—At 2:30 a. m. the steamers *Grey Cloud*, *Estrella*, and *A. B. Seger* arrived with our officers and men, having destroyed (by burning) two rebel steamers and captured six rebel prisoners. At 12:30 p. m. off Pattersonville, rebel cavalry were seen about a mile ahead; fired one shell from our 30-pounder.

Letter from the Secretary of State to the Secretary of War, transmitting report of the commanding officer of the U. S. S. *J. A. Cotton*, regarding naval action on Bayou Teche, La.

DEPARTMENT OF STATE, U. S. A.,
Richmond, Va., December 3, 1862.

SIR: I have the honor to transmit herewith a report of a recent naval action on the Bayou Teche, in western Louisiana, in which Captain Fuller, with an artillery company on board of a small steamer, successfully repulsed four gunboats carrying twenty-seven guns, and thus secured control of that important stream.

The endorsement of General Taylor recommends the bestowal of some mark of favor on this gallant officer, and I hope it will be in your power to give him promotion as a reward for his service.

Very respectfully, your obedient servant,

J. P. BENJAMIN.

Hon. JAMES A. SEDDON,
Secretary of War.

[Endorsement.]

DECEMBER 13, 1862.

If we were to give additional rank to our officers for gallant and distinguished services in affairs with the enemy, we would interfere with the proper organization of the Army and incur a heavy additional expense. There is no law which provides brevets for gallant and distinguished conduct. All that could be done, therefore, in the present case, is to write a complimentary letter to Captain Fuller, thanking him, in the name of the Department, for the service he has rendered, and when a vacancy occurs to which he could be appointed, agreeably to law, to promote him to fill it.

Respectfully submitted to the Secretary of War.

S. COOPER,
Adjutant and Inspector-General.

[Enclosure.]

GUNBOAT COTTON, *November 7, 1862.*

SIR: I embrace the first opportunity of making my report of the recent affairs between the *Cotton*, under my command, and the squadron of Federal gunboats that have occupied Berwick Bay.

On Saturday evening, November 1, smoke from the enemy's boats warned me of their near approach in such force that resistance at the bay was considered by me to be rashness. Acting upon your order, received but a few minutes previously, I immediately gave the necessary orders for leaving the bay. The steamers *Hart* and *Seeger* were there at the time, also *Launch No. 1*, under the command of J. M. Rogers, who I had temporarily appointed to the position of acting master. My orders to the officers of those boats were to get immediately underway, the *Hart*, under the command of Lieutenant E. Montague, to proceed up to the Teche with a barge loaded with Government sugar in tow. This was safely done according to orders, with one exception. Lieutenant Montague at one time dropped his barge and returned, like a gallant soldier, to aid the *Cotton* in an unequal conflict. As soon as I could communicate to him my wishes he resumed his tow and proceeded safely to destination. *Launch No. 1* also obeyed the order given to her commander, and conveyed the launch up the lake [Grand] to a place near Indian Bend, from where he has since safely reported, and is now in position to render valuable service. The *Seeger*, under the command of Acting Master I. C. Coons, disobeyed the order I gave of proceeding up the lake and turned up the Atchafalaya, and was ignobly abandoned to the enemy at a time when the *Cotton* was between the enemy and the *Seeger*. The commanding officer has not since reported. I have been informed that he abandoned his men and proceeded as fast as possible to Saint Martinsville. Up to the present time the only reliable fact I have about the *Seeger* is that it is in the hands of the enemy, prowling about Grand Lake and bayous in the vicinity; of the crew, nothing.

The enemy came into Berwick Bay on Saturday evening just at dark. As the *Cotton* was in range, having had to wait to get the other boats off, they immediately opened fire upon us and gave chase up the bay with three boats, continuing the fire which I did not return until rounding into the Atchafalaya, when one of our guns was brought to bear and we fired one shot, which sped straight to its mark, striking one of the Federal boats in her bow, breaking many timbers, and I have since been informed that it killed 3 and wounded 5 men. The Federals continued to fire shot and shell at us from eighteen guns for about thirty minutes, when they gave up the chase. The *Cotton* came up to the Teche, turned bow down, and backed into it, keeping our teeth to the enemy. We backed up to the Turelier plantation, where we stopped for the night.

On Sunday morning, the 2d instant, I received orders to move the *Cotton* above Cornay's bridge, which I did as soon as possible. The bayou had some obstructions thrown across at that point, which I was ordered to defend until it got too hot for me and then to fall back, turn my boat across the bayou at the second bridge, and, if pursued, sink her.

On Monday, 2 p. m., the four Federal boats, mounting twenty-seven guns, came up and opened fire upon us. They came up in full

confidence of overpowering numbers, giving us broadside after broadside, frequently the whole four delivering their fire at once. The shot and shell literally rained on and about our boat, several striking us, but without doing serious damage. We returned their fire, my brave boys cheering frequently, when a well-directed shot struck the Federal boats. One of them retired from the contest in about fifteen minutes, her place being taken by another. One boat for several minutes had her colors down, whether accidentally down or that they hauled it down to indicate a surrender we had no means of learning; however, they hoisted them again after a delay of about twenty minutes. One more adventuresome than the rest steadily steamed up the bayou; when in about 100 yards of the obstructions we gave her a plunging shot from each of our guns, which all struck near the water on the starboard quarter. The boat immediately ran her head up on shore, and was listed down so as to throw her guns out of use and ceased her fire, except occasionally from one gun on the bow. At this time but one of the enemy's boats fired with any vigor. When victory seemed to be within our reach, it was announced that we had no more cartridges, having fired the last one. Retreat was all that remained for us; but as we slowly backed up we had some sacks made by cutting off the legs from the pantaloons of some of our men, which we filled and returned the fire with as often as we could in that manner obtain a cartridge. This we continued until we were out of range and the enemy ceased their fire. We had to mourn the loss of one brave soldier killed by an accidental discharge of his gun, which severely wounded another. Another was accidentally wounded at another gun by the recoil of the carriage and has since died. One man was wounded by a piece of the enemy's shell. These are all the casualties that occurred. The boat sustained no perceptible damage.

On Tuesday morning we resumed our original position near the obstructions, the enemy having previously retired. We worked hard to improve the condition of our boat and got up some iron to shield the engines. Nothing occurred worthy of note during the day.

On Wednesday, the 5th instant, the enemy again opened fire upon us with four boats at about 10:30 o'clock. They fired from behind a point out of our range for about twenty minutes; then two of them steamed up into sight. We then immediately returned their fire, and with such effect that the enemy retired and abandoned the contest in fifty-five minutes from firing their first shot. The two boats that came into sight were badly damaged and their loss heavy; ours nothing, the only damage being a trifling break in the cabin roof. This day victory was clearly ours. The enemy retired from action badly discouraged, with severe loss. We were unhurt.

On Thursday the enemy came up and opened fire upon us, but took care not to come into sight. I did not return their fire. They threw shells at us for half an hour and retired without doing us any damage. Since that up to the present date they have not assailed us.

I can not close this report without returning thanks to officers and men. Where all did their duty gallantly it may seem invidious to mention particular names, yet I must particularly mention the good conduct of O. S. Burdett, pilot, who, for two hours and a half, during the fierce combat on the 3d instant, maneuvered the boat with the utmost coolness; also the same gallant conduct on the 5th instant. Each of my lieutenants did his duty nobly and ably. Also F. G. Bur-

bank, gunner, and privates F. D. Wilkinson and Henry Dorning deserve particular mention for their gallant conduct. But all did their duty well and are again ready to meet the enemy should they come up and try us again.

Respectfully, your obedient servant,

E. W. FULLER,
Captain, Commanding Gunboat Cotton.

General ALFRED MOUTON,
Commanding Forces South of Red River.

[Endorsement.]

DEAR BENJAMIN: I send you Fuller's report, every word of which is true. I applied to have a naval officer sent here to give me some assistance. No one was sent. Any little aid by the Navy Department would have saved Berwick Bay. Something might be done for Fuller. He certainly deserves it. He defeated four of the enemy's gunboats.

Truly, yours,

R. TAYLOR.

Report of Captain Faries, C. S. Army, regarding the naval action in Bayou Teche, La.

FARIES' BAT., P. L. A., 1ST BRIG. INF. (MOUTON'S),
FORCES SOUTH OF RED RIVER,
Bisland Plantation, Bayou Teche, La., November 10, 1862.

SIR: I have the honor to report that on the afternoon of the 3d of November, instant, the right section of this battery, consisting of two 3-inch rifled guns, Parrott pattern, commanded by First Lieutenant B. F. Winchester, having taken position at Cornay's residence, on the right and a short distance in advance of the C. S. gunboat *J. A. Cotton* (4 guns), commanding the obstructions at the bridge just below that place, opened fire about 4 o'clock on the four gunboats of the enemy then approaching, engaging three boats following each other in succession for about thirty minutes, under a severe fire from their heavy guns, at short range and unsupported, but in battery with a section of Captain O. J. Semmes' battery, consisting of two James rifles (bronze 12-pounders) under First Lieutenant J. A. A. West. Both sections then fell back to the Bayou Teche road, in the rear of and above their first position, where, after firing ten to fifteen minutes, retired in good order and returned to this camp.

The nature of the ground and cover in our front (guns being in battery among a number of large live-oak trees) prevented the effect of all the shots being observed. It has been ascertained, however, and believed, that two of the gunboats retired badly crippled, and from the cries heard on board a number of the enemy must have been wounded.

Being the first engagement for this section and for most of the men, all behaved well under fire. The horses, for new ones, were remarkably quiet.

I have no casualties to report.

The distance fired from the first position was about 300 yards. The number of shell (fuze) fired by this section was 58.

I am, very respectfully, your obedient servant,

T. A. FARIES,

Captain, Commanding Battery, Mouton's Brigade.

Captain R. C. BOND,
Chief of Artillery.

Letter from the Assistant Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding general matters.

NAVY DEPARTMENT, November 1, 1862.

DEAR ADMIRAL: I have your letters from Pensacola. It is of course imperative that we take such men as Crosby from you. He and Guest come home to take an ironclad; there is no way of avoiding it. The *Colorado* goes to you for what the army people call a "base of operations." You want such a vessel as headquarters for so large a squadron. Moreover, the French are assembling a large force in the Gulf and your flagship ought to be the best in the service. Your people seem to be doing agreeable service down on the coast of Texas. An army force is preparing on a large scale to move into and take possession of that country. The ironclads that were to have been done in August are just beginning to come out. After clearing out the enemy in the Atlantic we shall send them into the Gulf. In the meantime so hard pressed are the rebels that it is a matter of the greatest importance to maintain the blockade. The rebels are threatening to force it at Charleston or Mobile, as their army can not exist in Virginia this winter without external aid.

Smith goes to the Pensacola yard to make an organization which will relieve you somewhat in matters of detail. Your fighting captain, Bailey, relieved Lardner, who has the yellow fever. The raid of the *290* has forced us to send out a dozen vessels in pursuit. The papers say the *Oreto* is fitting out.

Very truly yours,

G. V. FOX.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, regarding rations for prisoners.

FLAGSHIP HARTFORD,
Pensacola Bay, November 4, 1862.

SIR: You will furnish supernumerary rations for the prisoners on shore to Lieutenant Tilton, commanding United States marine guard.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander A. GIBSON,
Commanding Potomac.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Hart, U. S. Navy, commanding U. S. S. Albatross, designating duty for that vessel.

FLAGSHIP HARTFORD,
Pensacola Bay, November 5, 1862.

SIR: As soon as your vessel is ready for sea you will run up the coast and destroy the salt works between this place and St. Andrew's Bay, then take a little run about 40 or 50 miles from the coast, and as far west as the longitude of the Pass à l'Outre of the Mississippi River, and return to this port, reporting on your arrival to me or to the senior naval officer present here.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander JOHN E. HART,
Commanding U. S. S. Albatross.

Report of Commodore Bell, U. S. Navy, regarding general matters.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, November 6, 1862.

SIR: It blows a stiff norther to-day and gives us a smooth sea.

The *Winona* arrived at 8:30 p. m. yesterday, making 8 inches of water per hour, and this morning reports 6 inches hourly after anchoring last night.

Considering it unsafe for her to remain here, where the sea is often very rough, with easterly winds, I will order her to Ship Island as being the safer place, to wait further orders from yourself, and most convenient to the Mississippi.

Lieutenant-Commander Russell, of the *Kennebec*, telegraphed at 9 a. m. to-day that he is out of bread, flour, and butter, having had no bread for two days; yet he has seen me twice within the last two days, and did not report himself out of bread, though he did out of flour and butter, and as she is nearly out of coal, I send her to Pensacola to-day, more especially to report the condition of the *Winona*. I hope she will be sent back immediately.

The *Kanawha* and this ship have coal for not more than three days' full steaming, and should be supplied within a day or two, or relieved. If the *Oreto* should run the blockade at this time, I should have no coal to pursue her for more than thirty-six hours, this being the only vessel present having speed sufficient to overhaul her.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore, Commanding the Blockade off Mobile Bay.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Wade, U. S. Navy, commanding U. S. bark Arthur, to proceed to duty on the coast of Texas.

FLAGSHIP HARTFORD,
Pensacola Bay, November 7, 1862.

SIR: You will proceed down the coast to Galveston, Tex., with the U. S. bark *Arthur* under your command. Leave Lieutenant-Commander Wilson at Galveston to take command of the *Owasco*, and then proceed to report yourself to Commander W. B. Renshaw for duty on the coast of Texas.

Very respectfully, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant T. F. WADE,
Commanding U. S. Bark *Arthur*.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Blake, U. S. Navy, commanding U. S. S. R. R. Cuyler, regarding blockading station.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, November 8, 1862.

SIR: You will discontinue the outside blockade for the purpose of blockading nearer to Mobile Bar.

You will anchor the *R. R. Cuyler* near the senior officer commanding the blockade, keeping ready to chase.

Very respectfully,
H. H. BELL,
Commodore, Commanding the Blockade off Mobile Bay.

Lieutenant-Commander HOMER C. BLAKE,
Commanding U. S. Gunboat *R. R. Cuyler* off Mobile Bay.

Instructions from General Halleck, U. S. Army, to Major-General Banks, U. S. Army, upon assignment of the latter to command the Department of the Gulf.

Confidential.]

HEADQUARTERS OF THE ARMY,
Washington, November 8, 1862.

GENERAL: The President of the United States having assigned you to the command of the Department of the Gulf, you will immediately proceed with the troops assembling in transports at Fort Monroe to New Orleans and relieve Major-General Butler. An additional force of some 10,000 men will be sent to you from Boston and New York as soon as possible.

The first military operations which will engage your attention on your arrival at New Orleans will be the opening of the Mississippi River and the reduction of Fort Morgan or Mobile City, in order to control that bay and harbor. In these expeditions you will have the cooperation of the rear-admiral commanding the naval forces in the Gulf and the Mississippi River. A military and naval expedition is organizing at Memphis and Cairo to move down the Mississippi and

cooperate with you against Vicksburg and any other point which the enemy may occupy on that river. As the ranking general in the Southwest, you are authorized to assume control of any military forces from the upper Mississippi which may come within your command. The line of division between your department and that of General Grant is therefore left undecided for the present, and you will exercise superior authority as far north as you may ascend the river.

The President regards the opening of the Mississippi River as the first and most important of all our military and naval operations, and it is hoped that you will not lose a moment in accomplishing it.

This river being opened, the question will arise how the troops and naval forces there can be employed to the best advantage. Two objects are suggested as worthy of your attention:

First, having captured Vicksburg, to send a military force directly east to destroy the railroads at Jackson and Marion, and thus cut off all connection by rail between northern Mississippi and Mobile and Atlanta. The latter place is now the chief military depot of the rebel armies in the West.

Second, to ascend with a military and naval force the Red River as far as it is navigable, and thus open an outlet for the sugar and cotton of northern Louisiana. Possibly both of these objects may be accomplished, if the circumstances should be favorable.

It is also suggested that, Red River being in our possession, it will form the best base for operations in Texas.

It is believed that the operations of General Rosecrans in East Tennessee, of General Grant in northern Mississippi, and of General Steele in Arkansas will give full employment to the enemy's troops in the West, and thus prevent them from concentrating in force against you. Should they do so, you will be reinforced by detachments from one or more of these commands.

These instructions are not intended to tie your hands or to hamper your operations in the slightest degree. So far away from headquarters, you must necessarily exercise your own judgment and discretion in regard to your movements against the enemy, keeping in view that the opening of the Mississippi River is now the great and primary object of your expedition. And I need not assure you, general, that the Government has unlimited confidence not only in your judgment and discretion, but also in your energy and military promptness.

Very respectfully, your obedient servant,

H. W. HALLECK,
General-in-Chief.

Major-General N. P. BANKS,
Commanding, etc.

Report of Acting Master Lamson, U. S. Navy, commanding U. S. S. Kittatinny, regarding the delayed entrance into Matagorda Bay.

U. S. GUNBOAT KITTATINNY,
Off Pass Cavallo, November 9, 1862.

SIR: I have to report that up to this date I have been prevented by northerly winds and low water from entering the [Matagorda] Bay according to your directions. This vessel, after being lightened as much as possible, still draws nearly 8 feet of water, and there has been hitherto but 7 feet on the bar.

This morning, however, being the first favorable opportunity, I am in hopes of getting over; and have sent Acting Master Pennington to take soundings. We have a fair wind and shall probably enter immediately.

I must further report that while lying here we have been obliged to meet several drafts upon our stock of provisions, and shall need supplies in a few weeks. I have furnished the pilot boat with four days' rations for five men (she having been detained here by stress of weather); the mortar schooner required several articles of provisions, and large supplies were delivered to Government tender *Breaker*, for issue on board U. S. ships *Sachem* and *Corypheus*, now at Aransas. Dispatches from that place represent the condition of the Government forces there as extremely critical, owing to want of provisions and to the protracted absence of the bark *Arthur*.

Should we be compelled to meet further calls from that quarter, our own supplies will soon be exhausted.

I am, sir, respectfully, your obedient servant,

C. W. LAMSON,
Commanding Kittatinny.

Commander WM. B. RENSHAW,
Commanding U. S. Naval Forces, Galveston.

Abstract log of the U. S. S. Calhoun, Lieutenant-Commander Buchanan, U. S. Navy, commanding, November 10-13, 1862.

November 10, 1862.—We went up the Atchafalaya River and had a small fight with some rebel cavalry.

November 11.—Went up Bayou Schaefer [Chaver] and had some target practice on a measured (chart) range.

November 12.—Went up the Teche and had a fight with the *Cotton*. The target practice stood us in good, for to-day we hit her every shot and so discouraged her gunners that they shot wild, and the *Cotton* soon backed off up the bayou.

November 13.— * * * We then go up the Teche, see the *Cotton*, and open on her. The *Kinsman* and *Estrella* come later and join in and we fire two hours and a quarter. Her tactics to-day were to back up the bayou and get us to follow, then rush at us and discharge her four guns (32 smooth) at us; we, on the contrary, tried to keep out of her range and pepper her with our rifles.

Order of the President of the United States to Rear-Admiral Farragut, U. S. Navy, to cooperate with Major-General Banks, U. S. Army.

EXECUTIVE MANSION,
Washington, November 11, 1862.

DEAR SIR: This will introduce Major-General Banks. He is in command of a considerable land force for operating in the South, and I shall be glad for you to cooperate with him and give him such assistance as you can consistently with your orders from the Navy Department.

Your obedient servant,

Commodore FARRAGUT.

A. LINCOLN.

Memorandum.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, November 12, 1862.

In case a rebel vessel makes her appearance off Mobile at night, the blockading vessel making the discovery will, at the time or immediately after firing the first gun, hoist a red light at the peak, which will be followed by all the blockading vessels to prevent friend firing into friend.

In case the rebel vessel should hoist a red light also to mislead us, then the blockading vessel making the discovery will haul down his red light and hoist instead his night distinguishing lights at the peak or well aft, and all the vessels will immediately hoist their respective night distinguishing lights.

THORNTON A. JENKINS,
Captain and Senior Officer Present.

List of vessels blockading off Mobile.

November 12, 1862.—*Oneida*, steam sloop; *R. R. Cuyler*, steamer; *Kanawha*, gunboat; *Aroostook*, gunboat; *Pocahontas*, gunboat; *Pinola*, gunboat; *J. P. Jackson*, steamer, inside Mississippi Sound.

November 14.—*Kennebec*, gunboat, arrived.

November 16.—*Hatteras*, steamer, arrived; *Maria Wood*, schooner, at Horn Island Pass, inside of the sound; *Vincennes*, sailing sloop, was stationed at Ship Island.

November 19.—*Pocahontas*, gunboat, arrived.

November 21.—*Montgomery*, steamer, arrived.

Departures from blockade.

Pocahontas, gunboat, for Pensacola, November 13.

Kanawha, gunboat, for Pensacola, November 19.

Hatteras, steamer, for Ship Island and the Mississippi Sound, November 21.

Montgomery, steamer, on a cruise, November 21.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Caldwell, U. S. Navy, commanding U. S. S. Essex, regarding duty for that vessel.

FLAGSHIP HARTFORD,
Off New Orleans, November 13, 1862.

SIR: You will proceed in the *Essex* under your command to Donaldsonville and remain there for the protection of the army until the return of the gunboats to relieve you, when you will run up to Baton Rouge and be ready to cooperate with the gunboats if it should be necessary. You will communicate as often as opportunities offer.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander CALDWELL,
Steamer *Essex*.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commander Renshaw, U. S. Navy, regarding a military force for Galveston.

FLAGSHIP HARTFORD,

Off New Orleans, November 13, [1862].

DEAR SIR: The general says he will soon send down a regiment for Galveston, and I find that Colonel [Edmund J.] Davis is raising a regiment of Texan refugees to take down. There are many also at Matamoros, which I will try to make arrangements to have brought up to Galveston. I will send down to you provisions, etc., as you may require them.

I will direct the vessels to go down the coast, to call at Matagorda and report to you.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander WM. B. RENSHAW,
Commanding U. S. Forces, Coast Texas.

Memorandum for commanding officers of blockading vessels regarding measures for the capture of the Steamer Oreto (C. S. S. Florida).

U. S. STEAM SLOOP ONEIDA,

Off Mobile Entrance, November 14, 1862.

There is good reason to believe that the rebel steamer *Oreto*, which ran this blockade some time since, is ready (or preparing) to attempt to run out.

No effort should be spared to prevent this vessel from getting to sea. Upon the *Oneida*, *R. R. Cuyler*, and a gunboat to be stationed inside the bar at night and near the bar during the day, will devolve the important duty of guarding the main channel, through which it is understood the *Oreto* must pass to reach the open sea.

It is probable the *Cuyler* will, on trial, be found to be the only vessel now on this blockade of equal or superior speed to the *Oreto*, and the only other vessel which it is likely will be able to compete at all with her in speed is the *Oneida*.

If these conclusions be correct, then the best plan for capturing the *Oreto* would seem to be for all the vessels present to endeavor to cut her off and cripple her as she approaches or passes them; that the *Cuyler* should endeavor to run her down, grapple, and board her, using (of course) her armament to the best advantage while in chase.

The *Oneida* and *Cuyler* will pursue her at their greatest speed until she is either sunk, captured, or lost sight of.

The blockading vessels which may not be able for want of speed to keep within good range of the enemy, will return to the entrance and the senior officer present will make the best disposition of the remaining vessels for keeping a close and strict blockade of the port, and especially of the main and swash channels until the return of the *Oneida*.

In the event of seeing or hearing heavy firing at night, at or near the main entrance, it is expected that all the vessels of the blockade will slip their cables and proceed under a full head of steam to the

scene of action, with the prescribed signal lights exhibited at their peaks or well abaft.

As it may be in the power of any one of the vessels to board the enemy, it will be advisable to furnish each boarder with a piece of white cotton cloth or linen of the proper width to be readily seen, and long enough to be tied around the right arm, above the elbow, to distinguish our men and officers from those of the enemy.

On going to quarters at night each boarder should at once prepare himself in the prescribed way for boarding.

Although the *Oreto* may pass out, and in the darkness be lost sight of, yet it is to be understood that the *Oneida* and *Cuyler* will continue to steam at full speed in the direction she was steering when last seen, or that which it is most likely she would steer, until overhauled and captured, or until daylight, and then the chase is not to be abandoned until all sight of her (and of her smoke) is hopelessly lost.

Should the *Montgomery* (Captain [Charles] Hunter) be at or near the anchorage when the *Oreto* makes her appearance, it is expected that that vessel will follow the directions laid down for the *Oneida* and *Cuyler*.

If it be found upon fair trial that the *Oreto* has greater speed than any of the blockading vessels present, then the chase must be continued by them all until out of range of their guns and every effort has been made to cripple her machinery, rudder, and steering apparatus.

Watch the roll, and fire low.

THORNTON A. JENKINS,
Captain and Senior Officer.

Abstract log of the U. S. S. Owasco, Lieutenant-Commander Guest, U. S. Navy, commanding.

Friday, November 14, 1862.—At anchor off Pelican Spit. From 4 to 8 a. m.: Hoisted out the launch at 6:15. Sent the second cutter ashore on Bolivar Point with an armed crew consisting of John Heath, Robert Brown, William Senelet, Joseph Widdis, Edward Powell, and Patrick O'Connell, in charge of Master's Mate Tomlinson. At 7:08 heard volleys of musketry on shore. Manned and sent on shore the launch and fired with the rifled gun into the bushes on the point near which the cutter had landed. At 8 the launch returned, bringing John Heath, seriously wounded in the leg, Mr. Tomlinson and the remainder of boat's crew having been fired upon and captured by a body of rebel cavalry. Three deserters from Clear Creek came on board. From 8 to meridian: Sent the launch to the *Westfield* with the three deserters. Sent the first cutter with a flag of truce to Bolivar Point. Boat returned; brought William Senelet, wounded, having been paroled and let go; the remainder of the men having been taken inland. At 12:10 p. m. the launch returned and immediately shoved off and went to Pelican Spit with orders from Captain Renshaw, and commenced to bring off the guard and their equipments and the mortar shell left by schooner *Henry Jones*. At 4:30 got underway from Pelican Spit and steamed up to the town and came to anchor.

JOHN G. ARBONA,
Acting Master's Mate.

Order of Commodore Bell, U. S. Navy, to Acting Master Browne, U. S. Navy, commanding U. S. brig Bohio, regarding duty for that vessel.

U. S. STEAM SLOOP BROOKLYN,
Pensacola Bay, November 14, 1862.

SIR: You will proceed to sea in company with the U. S. S. *Albatross*, subject to the orders of Lieutenant-Commander John E. Hart.

After Lieutenant-Commander Hart shall have performed the duty upon which he is sent, you will proceed to cruise on the blockade of the coast offshore, extending between 86° and 94° west of Greenwich, and on the parallel of latitude 28° north.

You will return to this port by the 15th day of December, 1862.

Very respectfully,

H. H. BELL,
Commodore and Senior Officer.

Acting Master GEO. W. BROWNE,
Commanding U. S. Brig Bohio, Pensacola Bay, Florida.

Report of Rear-Admiral Farragut, U. S. Navy, referring to proposed operations against Fort Gaines.

No. 255.]

FLAGSHIP HARTFORD,
New Orleans, November 14, 1862.

SIR: I am once more in the Mississippi River. I deemed that my presence here would be well, as the French admiral is here with two vessels at the city and a frigate at the bar; there is also an English corvette off the city, and we sailors understand each other better in many cases than landsmen.

General Butler also informed me that he was operating very largely for his forces on the Opelousas, which was an additional reason for my entering the river.

I enclose herewith Lieutenant-Commander Buchanan's report.* He is commanding the naval forces cooperating with the army in Opelousas, and has already had two fights with the enemy's steamers and land forces. These little vessels require a sheet of boiler iron around them as a protection against musketry, when they would be able to run up the whole length of the river and catch all the boats in the branches.

I called on General Butler for the purpose of ascertaining when he could give me a small force to attack Fort Gaines, and to notify him that when the Department wished it I would attack the forts and go through Mobile Bay without his assistance, but that it would embarrass me very much not to have my communication open with the outside, and that with 1,000 men to menace Gaines in the rear I felt certain they would soon abandon both forts, once we got inside.

He promised to assist in the operation as soon as General Weitzel returned from Opelousas, although he urges me to attack Port Hudson first, as he wishes to break up that rendezvous before we go outside. It will take at least 5,000 men to take Port Hudson. I am ready for anything, but desire troops to hold what we get. The general has really not half troops enough; he requires at least 20,000 more

* See page 326.

men to hold the places and do good service in this river and occupy Galveston, whither he proposes to send a regiment.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Jenkins, U. S. Navy, regarding measures for the restriction of blockade runners in Mississippi Sound.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, November 15, 1862.

SIR: I have just received a letter from Lieutenant-Commander Henry A. Adams, jr., commanding the steamer *J. P. Jackson* in Mississippi Sound, a copy of which I transmit herewith for your information.

The movements of the enemy communicated by Captain Adams may have been designed to direct the attention of the blockading vessels from some other object of his; yet it seems to me that it would be wise to increase our force about Grant's Pass.

There may be more water through that pass or in the (reported) new channel around Heron Island than we have been led hitherto to believe, in which case a dash might be made by a superior force upon the single vessel at present available for guarding those and the adjacent waters of the sound. The *Hatteras* will proceed to relieve the *J. P. Jackson* in the sound as soon as the commanders can exchange their vessels.

I am satisfied from what I hear of the present condition of the *Jackson's* engines and boilers that it will require some time to repair them. In the meantime the *Hatteras* must be left alone to prevent vessels from passing through Mississippi Sound.

If the *Albatross* could be spared from other service to cooperate with the *Hatteras* until the repairs of the *Jackson's* engines and boilers are completed, I think we might feel sure that the small vessels seen in Mobile Bay, and apparently waiting an opportunity to run the blockade, would be foiled in any attempts they might make to escape by that route.

Very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer Present.

Commodore H. H. BELL, U. S. Navy,
Senior Officer, Pensacola.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Crocker, U. S. Navy, commanding U. S. S. Kensington, regarding transportation of Texas refugees to Galveston.

FLAGSHIP HARTFORD,
New Orleans, November 15, 1862.

SIR: You will proceed to Galveston, Tex., with the U. S. S. *Kensington* under your command, taking with you such ordnance stores

as the commanding officer at Pensacola may direct. Deliver the same to Commander Renshaw for the use of his vessels. You will also make a requisition for and take down with you to Commander Renshaw sufficient coffee to last 500 men two months.

After delivering these articles you will proceed to the mouth of the Rio Grande for the purpose of watching vessels passing in and out of that port.

Your principal duty, however, will be to receive on board Texan refugees sent off to you by the consul. When you have 100 or upward on board you will run up and deliver them at Galveston.

You will deliver a letter which will be handed to you by Commodore Bell to the U. S. consul at Matamoras.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]
Rear-Admiral.

Acting Master FREDK. CROCKER,
Commanding U. S. S. Kensington.

Instructions from Commodore Bell, U. S. Navy, to Captain Jenkins, U. S. Navy, commanding U. S. S. Oneida, off Mobile Bar.

U. S. S. BROOKLYN,
Pensacola Bay, November 15, 1862.

MY DEAR CAPTAIN: I have given you the *Hatteras* for two or three days to strengthen your outside, until it shall be necessary for the *Jackson* to go for coal, when you will please send the *Hatteras* into the sound.

Please send the *Kanawha* to Pensacola for coal, etc., as soon as the *Hatteras* joins you. The *Pocahontas* will be with you about Wednesday.

I am glad to hear of the *Pinola* having joined you. She has been a long time repairing, six or eight weeks.

When you are satisfied of having sufficient force before Mobile, without the presence of the *Cuyler*, send her to cruise off the coast on latitude 28° 30' N. and between 87° 30' and 88° 30' W. longitude.

I observe it reported that Major Russell, of the Marine Corps, committed suicide on the 31st October. Poor fellow!

An expedition from Pensacola up the Blackwater brought news three days ago that Bragg's army was completely annihilated in Kentucky. This agrees pretty much with the reports in the Northern papers.

McClellan makes but a slow advance by land; whilst the elections are said to be going very decidedly against the Republicans. This may be so.

I send the letters of the *Winona* and *Vincennes* and *Maria Wood* to be forwarded by the *Jackson* as the most convenient and ready communication.

Yours, truly,

H. H. BELL,

Captain T. A. JENKINS,
U. S. S. *Oneida*, off Mobile Bar.

Instructions from Commodore Bell, U. S. Navy, to Captain Jenkins, U. S. Navy, commanding blockade off Mobile Bay.

U. S. STEAM SLOOP BROOKLYN,
Pensacola Bay, November 15, 1862.

SIR: I have ordered the *Hatteras* to you for blockading off the bar until it shall be necessary for the *Jackson* to leave her station.

When the *Jackson* runs out of coal send her to Ship Island to do the needful repairs upon her machinery, and send the *Hatteras* into the sound to take her place near Grant's Pass, whence Lieutenant-Commander Blake may observe the rebels inside of Mobile Bay, afloat and ashore, and give him instructions about the blockade of the sound generally, as far west as Horn Island. Petit Bois [Island] Pass, particularly, is to be looked after by that vessel.

Enjoin upon Lieutenant-Commander Adams to get the *Jackson* ready as soon as possible.

Very respectfully,

H. H. BELL,
Commodore and Senior Officer.

Captain THORNTON A. JENKINS,
Commanding Blockade off Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, referring to proposed purchase of steamer Sykes.

No. 256.]

FLAGSHIP HARTFORD,
New Orleans, November 15, 1862.

SIR: The general informs me that I can purchase the steamer *Sykes*, referred to in my No. 222, for the sum of \$19,000. With a plating of boiler iron, which we can put on her, she will be admirably adapted for operations in the small lakes, bayous, and rivers which abound on this coast.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Farragut, U. S. Navy, advising the establishment of a prize court in New Orleans.

No. 257.]

FLAGSHIP HARTFORD,
New Orleans, November 15, 1862.

SIR: I respectfully beg to call the attention of the Department to the using of its efforts for the establishing of a prize court in New Orleans. Many small vessels are captured along the coast which it would be imprudent to send even to Key West at this season of the year, and they would be entirely lost to both parties before the spring or summer, as they are generally badly found with ground tackling, and often go ashore in the first gale of wind that occurs after their capture. Many of them have no copper on their bottoms, and when

brought out of the creeks from whence they trade they are soon destroyed by worms.

All of which is respectfully submitted by
Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

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

Reconnoissance up Mississippi River to Port Hudson, La., November 15, 1862.

Report of Lieutenant-Commander Ransom, U. S. Navy, commanding U. S. S. Kineo, transmitting additional reports.

U. S. GUNBOAT KINEO,
New Orleans, November 18, 1862.

SIR: I have the honor to report that at 10:30 p. m. on the 15th instant I proceeded up the river from Donaldsonville, accompanied by the *Sciota*, *Katahdin*, and *Itasca*, passing Baton Rouge at 7 a. m. and arriving abreast of the head of Profit Island at 10:35 a. m. Here, on the east bank, we discovered a very heavy and extensive earthwork, which I estimated to be fully 80 feet in height above the water level, on which I could count, from the forecandle of this vessel, five guns, easily distinguishable with a glass. An officer in the crosstrees reported seven, and evidently of large caliber. I moved up slowly within a distance estimated at about one mile from this battery, until I could plainly distinguish with my glass the color of the clothes worn by men standing for a moment upon the parapets; they soon disappeared.

Here I remained stemming the current, sometimes approaching a little closer, one hour and thirty-five minutes, always keeping the vessel under easy command with the helm, and closely followed by the other vessels in line.

We had evidently taken all by surprise from Baton Rouge up to the time of doubling a point of Profit Island, where we have in sight first of a party on the west bank having a flag for making telegraphic signals. They fled rapidly up behind the levee, but occasionally the man with the flag would appear upon the levee, making strenuous efforts to telegraph, and which I endeavored to prevent by the use of the Parrott rifle. He, however, succeeded probably in conveying some intelligence, for he made repeated attempts, though each time that he appeared a shot from the rifle quickly interrupted him. On arriving at the head of the island a body of 30 or 40 cavalry was seen, which had evidently been surprised, and were moving rapidly away toward the rear of the earthwork. The rifle was quickly shifted over and fired at them. Soon after this a squadron of cavalry was seen on the west bank, moving down toward us, and in a few minutes this party had the audacity to show their heads above the levee directly abreast of us. They disappeared instantly, after a well-directed shot from the rifle, which seemed indeed to strike right in the midst of them.

Some contrabands appearing soon after this, coming down to the water near the same place, I dispatched a boat and brought two of

them on board; and for the information obtained from them, which I deemed somewhat important, I beg leave to refer you to two of the enclosed papers—one marked A, the other B.

Immediately on coming aboard these contrabands informed me very particularly of a battery of seven large guns on a hill nearer to us than the one I have mentioned, but not so high, and hid from us by a point of woods. They suggested that if I would go up, just to pass that point, I would see the guns plainly. One of them had been employed four weeks ago in getting some of those guns into position.

The position of the first-mentioned very formidable battery is such that it can effectually command the narrow channel through which vessels would have to approach it from below. The channel is so narrow that the vessel thus approaching would be made necessarily to head almost directly for the battery, full twenty minutes under its tremendous fire, ere she would be in a position that she might reply with a single broadside gun; and by this time she would be receiving the cross fire of the lower seven-gun battery, hitherto concealed by the trees, and of other batteries higher up along the cliffs in the bend.

I observed unmistakable appearances of earthwork and of batteries at irregular intervals, extending away into the bend. At first, on arriving in sight of Port Hudson, I observed numerous tents scattered along between the first discovered earthwork and the bend, where the encampment seemed regular and very extensive; they were hurriedly struck as we approached. I could not bring the XI-inch gun to bear upon the battery at any time without maneuvering in the narrow channel in a manner to incur greater risk to the vessel than it seemed to me could be justified by the circumstances.

I am fully convinced, sir, by the information which I have obtained from various sources, and by my own careful observations, that the fortifications of Port Hudson are now made, by the peculiar advantages of situation, capable of resisting more effectually than Vicksburg the passage of any vessel or fleet.

Having accomplished the object of our reconnoissance, as nearly as possible in accordance with your instructions to me, and very satisfactorily, I believe, as regards the matter of soundings and the location of batteries, I made the signal to turn downstream, beginning with the rear vessel. This, in that narrow channel, we found a somewhat difficult maneuver and tedious, having to reverse engines, first to back, then to go ahead very slow. During the time occupied in turning—nearly twenty minutes—we were in constant expectation of being opened upon from the rebel battery, and on getting fairly pointed down the stream I felt somewhat grateful that our expectations in that respect had not been realized. Not a shot, not even a musket, was fired at us at any time during the reconnoissance.

On approaching near to the lower end of Profit Island on the passage up, I fixed unhesitatingly upon a place peculiarly suitable in all respects for the landing of an army. Here, about 5 miles distant from the rear of the nearest rebel battery, and where our troops might be well protected by gunboats against any opposition from the enemy to their landing, artillery or cavalry may be disembarked without difficulty or delay whatever.

I ascertained quite to my satisfaction, by examination of contrabands, that no troops have been crossed over from Port Hudson. No preparation has been made for a battery on the west side of the river.

I enclose herewith reports of Lieutenant-Commander Roe, Lieutenant-Commander Lewis, and of Lieutenant Rodgers, executive officer of this vessel. Accompanying these several reports of our observations, I have the pleasure to hand you also three very truthful sketches—one from the *Katahdin*, by Third Assistant Engineer William I. Reid, and two by Acting Master's Mate Walter H. Davis, who was stationed upon the fore crosstrees of this vessel.

I have the honor to be, sir, very respectfully, your obedient servant,
 GEO. M. RANSOM,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, New Orleans.

Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. *Katahdin*.

U. S. GUNBOAT KATAHDIN,
Donaldsonville, La., November 17, 1862.

SIR: On the 14th instant I received your instructions to make a part of an armed reconnoissance to Port Hudson. At 10:30 on the night of the 15th I got underway in obedience to signal and took my station in the line of gunboats, next to the *Kineo*.

I understood the object of the reconnoissance to be threefold, viz: 1st, to ascertain if the river was obstructed from Baton Rouge to Port Hudson, and determine the difficulties, whether by obstruction of channel, or batteries, or rifle pits; 2d, to select the best position for landing troops to act against the enemy between the two points mentioned; 3d, to determine if the enemy had fortified Port Hudson, and, if possible, to what extent.

No batteries or rifle pits were found until I arrived above the head of Profit Island. The channel is totally unobstructed, and the soundings required are herewith enclosed. I estimate that two-thirds of the distance from Baton Rouge to the head of Profit Island, the banks on both sides are at an average height of 20 feet or 25 feet above the water. These heights afford the enemy a plunging fire upon the low decks of our gunboats, with either artillery or musketry. Most of the banks are thickly wooded, and afford good cover for infantry, whose ability to make use of such advantages has been fully demonstrated in less suitable positions.

The only place that seemed to me good for landing a large number of troops is situated just below the foot of Profit Island, on the east bank, at a place partially wooded. This about 5 miles from the enemy's first battery. I believe a good road exists near to the landing place proposed, leading up to the heights, in rear of the first battery. It is marked on the accompanying sketch.

Upon reaching the head of Profit Island I discovered the first battery of the enemy situated upon the first rising cliff, about 80 feet above the level of the water. I saw five guns of apparently heavy caliber. The parapet is high, the embrasures deep, and the earthworks heavy and very thick. Only a portion of this battery could be seen; the lower extension of which is masked by trees, and which is so constructed as not to be revealed until a ship is above it, so that she will be placed directly in a cross fire from above and below. An

encampment was pitched in the rear of the battery, which the enemy struck upon our approach.

About a half mile above the first is a second battery, and about the same distance above that are positive appearances of a third. At each of these places I saw tents of a large encampment. Still farther above I observed other tents, as far up as the acute angle of the bend. I could see no farther on account of the bend, which makes an acute angle at this point. I could see the shoal from the point opposite, running a long distance deep into the bend, making it necessary for vessels to pass close under the direct plunging fire of the batteries.

I considered myself three-quarters of a mile from the first battery when these observations were made and when I turned around to retire. We were within good range of the guns of the enemy for about one hour, and I attribute his not firing upon us to his desire to get us under the cross fire of the lower extension of his lower battery, where we would have found it very difficult indeed to turn round. At the place where I turned round, the channel was so narrow that I was compelled to work round on a pivot, not permitting my vessel to go ahead more than twice her length. This occupied a long time.

I have every reason to believe that the entire crescent of the cliffs for a space of 5 miles is heavily fringed with batteries of the most formidable character, giving the enemy a range on the river of at least 9 miles, and I venture to say that I do not believe any navy can pass through it. It is even a more formidable position than Forts Jackson and St. Philip. I would observe also that a rise of water in the river is necessary before ships can possibly operate against this lofty line of defenses.

I must apologize for the crude sketch herewith furnished by Assistant Engineer William I. Reid. He does not pretend to be able to do more than to give a rough, though accurate, representation of positions, to illustrate my report. The batteries of Port Hudson are a living fact, and the representations I have frequently had made to me by refugees, white and black, are fully confirmed by my observations. It must be borne in mind that the narrowness of the channel prevents observations of sufficient extent to get views at different angles and points of perspective.

In conclusion, I congratulate you upon the very able and fearless manner in which you have conducted this delicate duty, and I humbly trust that the admiral may appreciate your services.

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

F. A. ROE,

Lieutenant-Commander.

Lieutenant-Commander G. M. RANSOM,

Commanding Flotilla Above New Orleans.

Report of Lieutenant Rodgers, U. S. Navy, executive officer of the U. S. S. Kineo.

U. S. GUNBOAT KINEO, *November 17, 1862.*

SIR: Having arrived at Donaldsonville from a successful reconnoissance to Port Hudson, La., I respectfully submit the following:

Having left Donaldsonville at 10:30 p. m., November 15, accompanied by the gunboats *Sciota*, *Katahdin*, and *Itasca*, we steamed up

the river, passing Baton Rouge about daylight, so that above that place we had the opportunity of observing closely everything on both banks. We saw, however, nothing worthy of note, everything being quiet and very few people showing themselves. About 9 o'clock we came up with the lower end of Profit Island. At this place, and on the east bank of the river about 7 miles below Port Hudson there is a very good place for landing troops—in fact the only good place which I observed suitable for that purpose.

Profit Island is thickly wooded, and here the river takes a sharp bend so that it is impossible to see but a short distance up the river. We sounded the channel from the foot to the head of this island, and found at least 7 fathoms. Coming up with the head of Profit Island we could see Port Hudson, and apparently this was the first intimation they had of our approach, as we now saw on the west bank and a short distance above us a man on horseback making signals with a flag, which were answered just below the fortifications on the opposite side. Here we saw on the east bank, about 2 miles above us, a battery of six guns. We steamed slowly up, looking closely, and saw a short distance above the battery another one of two guns. We steamed up to within a mile of the lower battery and I expected them to open on us, but observing that they did not do so, I could judge pretty clearly that their object was to get us close under their guns (which were situated at an elevation of about 75 feet above the present level of the river) and then open on us at the same time with the battery above, thus getting us under a cross fire. After examining closely these fortifications we turned round and steamed down the river. From what I observed, and from what information I deduced from a contraband who came on board just below this place, I think they had masked batteries which we did not see and with which they would open on us at short range. The channel of the river runs close to the west bank and is so narrow that not more than one or two gunboats could bring their batteries to bear at a time, and to attack them at a short range they would have an advantage, as owing to their elevated position our fire would not be very effective, and we would besides be very much exposed to the fire of musketry. It can, however, be attacked with advantage by landing troops below, at the place above indicated.

Very respectfully, your obedient servant,

FREDK. RODGERS,
Lieutenant, U. S. Navy.

Lieutenant-Commander GEO. M. RANSOM, U. S. Navy.

Report of Lieutenant Lewis, U. S. Navy, commanding U. S. S. Itasca.

U. S. GUNBOAT ITASCA,
Mississippi River, November 17, 1862.

SIR: I have the honor to report the result of my observations yesterday during the reconnoissance of the gunboat flotilla above Baton Rouge, as high up as Port Hudson.

From the most careful observations I was enabled to make, I did not discover on either bank of the river (although there were numer-

ous points and localities for them) anything that would seem to indicate embrasures, batteries, or rifle pits until our arrival in the vicinity of Port Hudson, and there, at about one mile or so below the town, I discovered at once a very strong and formidable earthwork, situated upon a commanding eminence, looking down the bend of the river and having great advantage over approaching vessels, as at this particular point they would be necessarily obliged to steam nearly head on.

This earthwork seemed to have numerous embrasures, and in six or eight of them I discovered guns of tolerable caliber; but from the position of my vessel I could not discern whether or not the other embrasures had guns in them; but I am satisfied that from the many eligible and commanding positions about and around this battery, plain to view, that there are others concealed and will be disclosed at such times as may best suit the rebels. It is evident, however, to my ideas and opinions, that vessels in passing or making an attack must be subjected to not only a plunging, but also a cross fire. My distance at the point of my best observations I should judge (being third vessel in line) to have been about one mile and a half to two miles from the batteries described.

From information derived from a contraband picked up below Port Hudson on the opposite bank of the river satisfies me that my observations with respect to the described battery are correct, and that guns have been brought to Port Hudson by steamers from above and placed in battery there. He also states, according to his own language, when questioned as to the number of troops about Port Hudson, that "there are flocks and droves of them," and great numbers of them armed with double-barreled shotguns. I saw myself what I took to be numerous camps and tents in the rear and different points about the town.

As to the best point for landing troops with regard to an attack upon the forces and batteries of Port Hudson, without doubt the place to be selected should be at the foot of Profit Island, the bank there being shelving and clear. Boats could run up on it, out with their platforms, and great quantities of troops could be landed at short notice, and unless the rebels have concealed batteries back of this landing they could be safely landed.

The river seems certainly clear of any sunken obstruction up to Port Hudson, but from the denseness of some of the shrubbery and trees at certain points and bends of the river, together with the heights of the banks, it may be certain that concealed batteries may exist some distance below Port Hudson, for really the natural advantages as described would seem to invite it, and if the rebels have not taken advantage of it, it certainly must be because they have not the guns. A better chance for artillery or musketry to operate with deadly effect upon the uncovered decks of vessels passing up or down the river could not be conceived of.

With great respect, your obedient servant,

ROB. F. R. LEWIS,
Lieutenant, Commanding.

GEO. M. RANSOM,
Lieutenant, Commanding Gunboat Flotilla, Mississippi River.

Report of Captain Jenkins, U. S. Navy, regarding the chasing ashore of a Confederate schooner and her destruction by fire.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, November 17, 1862.

SIR: The *Kanawha*, Lieutenant-Commander Febiger, chased a large rebel schooner ashore this forenoon a few miles to the eastward. The crew abandoned the vessel after having set her on fire. The heavy surf on the beach prevented Captain Febiger from landing, but he, with the assistance of the *Kennebec*, Lieutenant-Commander Russell, kept the rebel coast guard (which made its appearance very soon after the crew of the schooner had left her) from extinguishing the flames, and also from saving any of the cargo of much value. The vessel was on fire two and a half hours, at the expiration of which time the fire and surf had pretty effectually destroyed both vessel and cargo.

Very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer.

Commodore H. H. BELL, U. S. Navy,
Senior Officer Commanding at Pensacola.

Report of Captain Walker, U. S. Navy, commanding U. S. S. De Soto, of arrival at Philadelphia.

U. S. S. DE SOTO,
Navy Yard, Philadelphia, November 18, 1862.

SIR: I have the honor to report to you the arrival of this ship for repairs, in obedience to the order of Rear-Admiral Farragut of the 18th ultimo.

I am, sir, respectfully, your obedient servant,

W. M. WALKER,
Captain, U. S. Navy.

HON. SECRETARY OF THE NAVY,
Washington.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, referring to the reconnoissance to Port Hudson.

FLAGSHIP HARTFORD,
New Orleans, November 18, 1862.

DEAR COMMODORE: I have received nothing from you all by the *Sykes* as yet. I hear from Lieutenant-Commander Madigan that a vessel has arrived with provisions at Ship Island, and that he has very properly sent her to Pensacola, the ----- from Philadelphia. I bought a stove for the hospital, which will go over in the *Sykes*. It is to stand in the center of the downstairs room, the pipe to go through the floor and a drum in the upstairs room. I also bought oil; tacks, both copper and iron.

The gunboats are now up the river on a reconnoissance of Port Hudson, and as soon as Weitzel returns I think we will attack it or

Mobile. They are very much in want of provisions here, so I hope you have put those required by the commodore here on board the *Tennessee* and sent her back. I am so anxious to learn if the oil has arrived from any quarter to the relief of the blockaders. If the *Kensington* did not get any at Key West let me know, for I can get 1,300 gallons more at a very reasonable price—\$2. Please have the smoke-stack of the *Tennessee* made at the yard, as I sent the iron round in her.

Very truly, yours,

D. G. FARRAGUT.

Commodore BELL,
Commanding at Pensacola.

Report of Captain Jenkins, U. S. Navy, transmitting report of Lieutenant-Commander Stillwell, U. S. Navy, regarding the suspicious movements of the sloop Edwards.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, November 18, 1862.

SIR: I transmit herewith a communication from Lieutenant-Commander Stillwell, commanding the gunboat *Pinola*, in relation to the suspicious movements of the sloop *Edwards*.

I am satisfied from all the circumstances (some of which are not stated in the report of Captain Stillwell) that this sloop was inside of Mobile Bay, and of course for no legitimate purpose.

I have instructed Lieutenant-Commander Stillwell (and shall instruct all commanding officers on this blockade) to capture and bring in this sloop *Edwards* when seen again. I am under the impression that the master admitted that he had been inside of the *Pinola* that night. The weather has been so bad that I have not been able to communicate with the *Pinola*, to ascertain if I understood correctly the verbal report. The *Pinola* slipped her cable to chase the *Edwards*, and in consequence of the weather and rough sea, it has not yet been recovered.

Very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer.

Commodore H. H. BELL, U. S. Navy,
Senior Officer, Pensacola.

Blockading instruction from Captain Jenkins, U. S. Navy, to Lieutenant-Commander Blake, U. S. Navy, commanding U. S. S. Hatteras.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, November 19, 1862.

SIR: You will please proceed with the U. S. S. *Hatteras* under your command into Mississippi Sound (touching at Ship Island and) relieve Lieutenant-Commander Henry A. Adams, jr., in the steamer *Jackson*, near Grant's Pass.

The *Jackson*, when relieved by the *Hatteras*, will proceed to Ship Island for repairs of engines and boilers and for provisions.

Lieutenant-Commander Adams will furnish you with his instructions and all information he may possess of the movements of the enemy, both ashore and afloat, near Grant's Pass, in Mobile Bay, and in the Mississippi Sound.

It is desired and expected that you will keep a vigilant watch over Grant's and Petit Bois [Island] passes, looking occasionally into Horn Island Pass (where the *Maria Wood*, schooner, is stationed) and Pascagoula.

Your cruising ground extends westerly to Horn Island Pass and Pascagoula, and the bayou on the coast. You will stop all trading of vessels and small boats in the sound.

One of the vessels of the blockade outside of the sound will communicate with you when the weather will permit through Petit Bois [Island] Pass, or by signal.

You will keep me or the senior officer off this entrance advised of the movements of the enemy in the vicinity of Grant's Pass and generally within the limits of your cruising ground.

The sloop *Edwards* has been acting suspiciously in this vicinity recently. In case you fall in with her, send her to this anchorage in charge of an officer and prize crew to report to me.

You will be guided by the general instructions which will be furnished you by Captain Adams with regard to your general duties in the *Edwards*, and to replenishing your provisions and coal.

You will please advise me in regard to all matters of importance.

Very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer.

Lieutenant-Commander H. C. BLAKE, U. S. Navy,
Commanding U. S. S. Hatteras.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Adams, U. S. Navy, commanding U. S. S. John P. Jackson, regarding the blockade of Grant's Pass, Mississippi Sound.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, November 19, 1862.

SIR: The U. S. S. *Hatteras*, Lieutenant-Commander Blake, will relieve you in the Mississippi Sound and off Grant's and Petit Bois [Island] passes, to enable you to have the engines and boilers of the *Jackson*, under your command, put in order at the Ship Island workshops.

Immediately after the arrival of the *Hatteras* off Grant's Pass, you will please proceed to Ship Island and have your repairs made with as little delay as possible.

The recent suspicious movements of the rebels in and about Grant's Pass render it, in my judgment, necessary to have a larger force than one vessel, and I have already suggested that the *Albatross* be sent to the sound to cooperate with the *Hatteras* during your stay at Ship Island, but as it is by no means certain that my suggestion can or will be complied with, I hope you will use your best efforts to have your vessel put in good order in the shortest space of time and return to Grant's Pass.

Please inform me or the senior officer here of your movements and progress in the repairs of your vessel. You will turn over to Captain Blake all your instructions and inform him of everything which can in any way tend to facilitate him in the performance of his duties.

The sloop *Edwards* has been acting very suspiciously recently off this place. If you fall in with her, either inside or outside of the sound, send her in, in charge of an officer and crew, to this anchorage.

Very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer.

Lieutenant-Commander H. A. ADAMS, Jr., U. S. Navy,
Commanding Steamer J. P. Jackson, Mississippi Sound, etc.

*Capture of sloop William E. Chester by the U. S. S. Montgomery,
November 20, 1862.*

Report of Rear-Admiral Farragut, U. S. Navy.

No. 263.]

FLAGSHIP HARTFORD,
New Orleans, November 26, 1862.

SIR: I have the honor to inform the Department that on the morning of the 20th instant, Commander Charles Hunter, commanding U. S. S. *Montgomery*, while cruising on his station, fell in with and captured the rebel sloop *William E. Chester*, from Mobile, with a cargo of cotton.

She will be sent to Key West for adjudication.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commodore Bell, U. S. Navy, of arrival of the prize in Pensacola Bay.

U. S. STEAM SLOOP BROOKLYN,
Pensacola Bay, November 22, 1862.

SIR: I would respectfully inform you that the *Winona* has arrived at this place, leaking 8 inches per hour while at sea, and I would like your views of the necessity of taking out her boilers preparatory to heaving her out.

The sloop *W. E. Chester*, a prize to the steamer *Montgomery*, arrived here yesterday, and I shall send her to Key West for adjudication as soon as her master and mate are sent in by the *Montgomery*. She has on board 61 bales of cotton. I have received your order to send the *West Florida* to New Orleans, and she will sail for that port to-morrow.

Please receive Captain Hunter's reports of his capture.

Very respectfully,

H. H. BELL,
Commodore and Senior Officer.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, New Orleans.

Report of Acting Master's Mate Walker, U. S. Navy, of arrival at Key West in charge of prize.

KEY WEST, December 11, 1862.

SIR: I have the honor to report my arrival at this port with sloop *William E. Chester*, captured with a cargo of 61 bales of cotton under the Confederate flag by the *Montgomery*, Commander Charles Hunter, on the 20th of November last, at 10:30 a. m., latitude 37° 41' N., longitude 87° 13' W., and have reported the prize for adjudication.

No other vessels in sight at the time of capture.

I enclose herewith the muster-roll of the *Montgomery* at the date of capture.

Very respectfully, your obedient servant,

CHAS. H. WALKER,

Acting Master's Mate, in charge of prize sloop *Wm. E. Chester*.

HON. GIDEON WELLES;

Secretary of the Navy, Washington, D. C.

Capture of a boat's crew from the U. S. schooner *Henry Janes*, November 20, 1862.

Report of Acting Master Fennington, U. S. Navy, commanding U. S. schooner *Henry Janes*.

U. S. SHOONER HENRY JANES,
Matagorda Bay, December 1, 1862.

SIR: I regret to inform you that on the 20th of November I lost a boat's crew of 9 men and my executive officer while on shore killing beef. They were surprised by a party that lay in ambush at the lagoon where Captain Law and you went on shore gunning. They were taken to Matagorda, and since I have not heard from them. The crew was composed of my gunner's mate, captain of the hold, quartermaster, 4 seamen, and 2 ordinary seaman, so you see I have lost the best men on board my vessel. And Mr. Harvey I let go to Key West in one of the prizes captured here last week; also three of my men went in her. I have no officers on board now, and am short 17 men of my usual number. If we were attacked I have not men enough to work one battery. My men have been on allowance from the time they arrived here until Tuesday last, when the bark *Arthur* arrived and gave me 1 barrel beef, 1 barrel pork, 1 box coffee, and one of tea. My men were two weeks without meat of any kind whatever. Unless provisions are sent here soon, we will be compelled to leave. The *Kittatinny* is out also.

The yellow fever is still raging in Matagorda; four deaths last week. That is the reason I have not sent up a flag of truce to ascertain about my men. The *Kittatinny* has two prize crews away, so she has no men to spare. The vessels captured here were the *Diana*, 60 tons, and *Matilda*, 140 tons, both from Campeche for Matamoras, but a long way off their course. The supercargo of one has made a written acknowledgment that he intended to run this blockade, the other was picked up on the bar. Their cargoes are invoiced at about \$16,000. I am very much in need of clothing for my men and rig-

ging for my vessel. I have to unreeve my sheets to make springs for my cable.

Very respectfully, your obedient servant,

L. W. PENNINGTON,
Acting Master, Commanding.

Commander WM. B. RENSHAW,
U. S. S. Westfield.

Abstract log of the U. S. schooner *Henry Janes*, Acting Master Pennington, U. S. Navy, commanding.

November 20, 1862.—At 4:30 a. m. Mr. Zachary Predmore, master's mate, went on shore in charge of first cutter and crew of 9 men, all armed, for the purpose of procuring fresh beef. From 4 to 6 p. m., Captain Pennington thinks that the boat's crew are captured by the enemy, they having been away over fourteen hours. Names of the officers and men: Master's Mate Z. Predmore, Gunner's Mate E. Rogers, Captain Hold C. Cramer, seamen, John Gates, A. Birrell, J. Caldwell, T. Dunne; ordinary seamen, Peter Daly, W. Pearce, J. Green.

November 22.—At 8 a. m. Captain Pennington proceeded up the bay in the yacht *Corypheus* to ascertain the fate of the cutter's crew.

November 23.—A rebel steamer in sight up the bay.

November 24.—At 3:10 p. m. Captain Pennington returned with the information that the cutter's crew were prisoners of war in the city of Matagorda. The cutter was burned by the enemy.

Report of Colonel Debray, U. S. Army.

HEADQUARTERS SUBMILITARY DISTRICT OF HOUSTON,
Houston, Tex., November 25, 1862.

SIR: I have to report that on the 20th instant the scouts of Brown's battalion captured (8 miles below Matagorda) 1 master's mate and 9 seamen, part of the crew of the mortar schooner *Henry Janes*, who had landed to kill beef. The capture was effected without loss of life on either side. Three ordinary muskets and seven Enfield rifles fell into our hands, with cartridge boxes, and the launch on which the party came was burned. None of the landing party escaped. The prisoners were brought here to-day and have been placed in charge of the guard of Griffin's battalion.

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

X. B. DEBRAY,
Colonel, Commanding Submilitary District of Houston.

Captain SAMUEL BOYER DAVIS,
Assistant Adjutant-General, etc., San Antonio, Tex.

Loss of a boat's crew from the U. S. schooner Maria A. Wood, November 21, 1862.

Report of Captain Jenkins, U. S. Navy, senior officer off Mobile.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, November 22, 1862.

SIR: Lieutenant-Commander H. C. Blake, commanding U. S. S. *Hatteras*, stationed inside of Mississippi Sound, reports that Acting Master Anthony Chase, late in command of the U. S. schooner *Maria Wood*, at Horn Island Pass, left his vessel on the morning of the 21st instant at 9 o'clock in a boat partially armed, with an acting master's mate and four men, and stood in the direction of Pascagoula, a distance of about 9 miles, and that no tidings have been received of the boat since she was seen near the long wharf in front of the large hotel at Pascagoula.

There seems to be something very suspicious in this business.

Acting Master Samuel C. Cruse, of the *Hatteras*, has been placed in command of the *Maria Wood*, to await your further orders.

A more detailed report, accompanied by copies of all papers relating to the case, has been transmitted by me to Commodore H. H. Bell, U. S. Navy, the senior officer present at Pensacola Bay.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding Western Gulf Squadron, New Orleans.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Blake, U. S. Navy, in case of the return of the commanding officer of the U. S. schooner *Maria A. Wood*.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, November 22, 1862.

SIR: Your communication of this date by the gunboat *Kennebec*, reporting that Acting Master Chase, commanding the U. S. schooner *Maria Wood*, had gone in one of the boats of that vessel with four men "slightly armed," to examine a vessel near Pascagoula, and that it is feared he has been captured, is received.

I am not aware of any instructions from the admiral commanding the Western Gulf Squadron, or from any of my predecessors off this place (and he certainly had none from me), which could justify the master of the *Maria Wood* in leaving the vessel under his command at Horn Island Pass, to go a distance of about 9 miles in a small boat not fully armed, in search of rebel vessels.

In case Acting Master Chase should return to the *Maria Wood*, you will please direct him to report in writing through you the facts and reasons which led him to take so hazardous a step without a reasonable probability of succeeding.

He will also report by what authority he left the vessel under his command in charge of a junior, to go on an unauthorized expedition into the enemy's country.

If I am correctly advised, the commander of the *Maria Wood* was directed to anchor at or near Horn Island Pass, inside of Mississippi

Sound, and to guard that pass against the egress and ingress of all rebel vessels.

You will leave Acting Master Samuel C. Cruse in command of the *Maria Wood* until further orders from me, or from superior authority.

Should Acting Master Chase return to the vessel lately under his command, you will inform him that he is suspended from duty and will await the further orders of the rear-admiral commanding this squadron.

Very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer.

Lieutenant-Commander H. C. BLAKE, U. S. Navy,
Commanding U. S. S. Hatteras, off Grant's Pass.

Report of Commodore Bell, U. S. Navy, regarding the capture.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, November 29, 1862.

SIR: I received a report yesterday from Lieutenant-Commander Adams, informing me of the capture of one N. B. Folwell and a Confederate soldier on the 22d instant, who stated that Acting Master Anthony Chase and others from the U. S. schooner *Maria A. Wood* were captured by the rebels on the 21st, and sent to Mobile to be tried for spies.

I presume you were duly informed of this report by Lieutenant-Commander Adams, as you mentioned in your note of the 24th to me that that officer had captured N. B. Folwell again.

I can't believe that any such outrage can be contemplated by the authorities at Mobile. If anything can be done in the case, please let me know.

Folwell himself I believe to be truly a spy.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore, Commanding Blockade off Mobile.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans, La.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 267.]

FLAGSHIP HARTFORD,
New Orleans, December 4, 1862.

SIR: I have to report to the Department that Acting Master Anthony Chase, late commanding schooner *Maria A. Wood*, left his vessel on the morning of the 21st ultimo, at 9 o'clock, with an acting master's mate and four men in a boat that was but partially armed, and stood in the direction of Pascagoula, which was distant about 9 miles. No tidings have been received of the party. They were last seen in front of the hotel at Pascagoula.

Lieutenant-Commander Madigan reports to me that Acting Master

Chase was dressed in citizen's clothes, and also that he had all his money with him.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Report of Rear-Admiral Farragut, U. S. Navy, transmitting a number of reports giving information regarding the affair.

No. 67.]

FLAGSHIP HARTFORD,
New Orleans, March 2, 1863.

SIR: I have the honor herewith to enclose a number of reports relative to the absence of Acting Master [Anthony] Chase from the schooner *M. A. Wood*. I have retained these reports in order to furnish all the information possible relative to this affair.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

NOVEMBER 22, 1862.

Descriptive list of men who left the schooner *Maria A. Wood*, with the captain, on the 21st of November, 1862, at 9 o'clock a. m., and stood toward East Pascagoula, and were last seen abreast of the public house off the town at 12 o'clock meridian:

Name.	Rank.	Residence.
Captain Anthony Chase.....	Acting Master.....	Hyannis, Cape Cod.
Clement J. Haas.....	Acting master's mate.....	Camden, N. J.
Adolphus Hamburg.....	Quartermaster.....	
Jacob Kieklino.....	Landsman.....	Philadelphia.
Robert Kelley.....	Landsman.....	New York City.
Charles Bigsby.....	Landsman.....	New York State.

The captain carried one of Allen's six-shooters and two muskets, with cartridges. The quartermaster had two of Colt's six-shooters.

FRANCIS O. WAY,
*Acting Master's Mate, and Executive Officer
of the U. S. Schooner Maria A. Wood.*

P. S.—SIR: I will also say that Captain Chase gave me to understand that he would not be away more than an hour or two, and I know that such was his intention, as he took no provisions with him, and went very poorly armed, and I am very sure he had no intention of landing, for supposed reasons of my own.

Respectfully, your obedient servant,

F. C. WAY.

U. S. S. HATTERAS,

Mississippi Sound, November 22, 1862.

SIR: Acting Master Chase, commanding U. S. schooner *Maria A. Wood*, stationed off Horn Island Pass, left his vessel yesterday morning at 8 o'clock to examine a schooner near Pascagoula. When last seen he was near that place. Up to 6 o'clock this morning he had not returned, and as he had but four men slightly armed it is feared that he has been captured, as a small vessel was seen near him.

I have sent from this vessel Acting Master Samuel C. Cruse, to take charge of the schooner until the return of her commander, or relieved by competent authority. I am in hopes by to-morrow to be better informed of the facts regarding his absence.

Very respectfully, your obedient servant,

H. C. BLAKE,

Lieutenant-Commander, U. S. Navy.

Captain THORNTON A. JENKINS,

Commanding Squadron off Mobile.

U. S. S. HATTERAS,

Mississippi Sound, November 22, [1862]—6 p. m.

SIR: I regret to inform you that there is no longer a doubt but that Acting Master Anthony Chase, of the U. S. schooner *Maria [A.] Wood*, together with Clement J. Haas, acting master's mate, Adolphus Hamburg, quartermaster, Jacob Kickline, Robert Kelley, and Charles Bigsby, landsmen, are in the hands of the enemy.

I received the information this morning at 6 o'clock from Lieutenant-Commander Adams, of the U. S. S. *Jackson*, and after dispatching my communication to you I made a thorough examination of the mainland from Grant's Pass to Round Island without gaining any information of the missing boat. I then went to the *Maria [A.] Wood* and there received the following information from Acting Master's Mate Francis C. Way, viz:

That Acting Master Anthony Chase, with the foregoing-named officer and men of the *Maria [A.] Wood*, left the schooner at 9 a. m. on the 21st instant, in one of her boats, and after making a short tack toward Horn Island, went about and stood directly for the city of Pascagoula. When last seen was near the long wharf in front of the large hotel.

Owing to the somewhat suspicious circumstances attending the departure of the boat, I have directed Acting Master Samuel C. Cruse to retain the command of the schooner until relieved by me, or by some other superior officer, in order to guard against treachery.

I herewith enclose a communication from Acting Master's Mate Francis C. Way; executive officer of the U. S. schooner *Maria A. Wood*.

Very respectfully, your obedient servant,

H. C. BLAKE,

Lieutenant-Commander, U. S. Navy.

Captain THORNTON A. JENKINS,

Commanding Blockading Squadron off Mobile.

U. S. STEAM SLOOP BROOKLYN,
Pensacola Bay, December 21, 1862.

SIR: I enclose a letter herewith from Acting Master S. O. Cruse, commanding the schooner *Maria A. Wood*, informing you of his having found the body of Charles Bigsby, one of the boat's crew who left the *Maria A. Wood* in company with Acting Master Chase on the 21st November last. Also two letters from Captain Thornton A. Jenkins, addressed to myself, reporting a collision of the U. S. storeship *Supply*, Commander George Colvocoresses, with the U. S. steam sloop *Oneida*, and Captain Jenkins' demand for a court of enquiry.

As Captain Jenkins has not yet particularized any damage sustained by the *Oneida* from her collision with the *Supply*, I infer that he is able to keep his place on the blockade. I shall see him off Mobile bar on the 24th instant and examine the condition of the *Oneida*. Should she be disabled in steam, battery, or hull sufficiently to impair materially her efficiency on the blockade, I will make it known to you immediately, either by the *Hatteras* or the *Jackson*.

The escape of the *Oreto* to sea would prove as disastrous as the *290* has been.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore and Senior Officer.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron,
U. S. S. Hartford, New Orleans.

U. S. S. JOHN P. JACKSON,
Mississippi Sound, December 31, 1862

SIR: In obedience to an order from Lieutenant-Commander Blake, of the *Hatteras*, I sent on shore yesterday and buried two bodies found on the north shore of Petit Bois Island. I sent the medical officer of this ship with the burial party to make such examination as he could for the identification of the bodies. The bodies were buried at the extreme end of vegetation on the east end of the Petit Bois Island, both in one grave, marked "U. S. N.," on a board at head of the grave.

From the articles found on the bodies I had reason to suppose that one was the body of Acting Master Anthony Chase, formerly of the U. S. S. *Maria A. Wood*, and who disappeared about the 25th ultimo with a boat's crew. The other body I supposed was one of said boat's crew. This morning I took the articles found down to the *Maria A. Wood*, where the steward identified the knife, key, shirt, drawers, and suspenders of Acting Master Chase. The other articles were identified as belonging to Jacob Kickline, landsman, one of the boat's crew who went with Chase when he was lost.

This is the third body found, and everything indicates that there was a terrible struggle on the part of the boat's crew.

Very respectfully, your obedient servant,

H. A. ADAMS, JR.,
Lieutenant-Commander, U. S. Navy.

Captain R. B. HITCHCOCK,
U. S. S. *Susquehanna*.

Letter from Brigadier-General Meredith, U. S. Army, to Confederate agent for exchange of prisoners.

OFFICE COMMISSIONER FOR EXCHANGE,
Fortress Monroe, Va., August 7, 1863.

SIR: On the 21st of November last a boat containing Acting Master Anthony Chase, commanding U. S. schooner *Maria A. Wood*, Acting Master's Mate Clement J. Haas, and four seamen of that vessel, then on duty in Mississippi Sound, stood toward East Pascagoula, and when last seen were abreast of that town. None of the party ever returned to the ship and the supposition is that they were captured. Some time subsequently search was made and three dead bodies were found on the north side of Petit Bois, and, from their clothing, were recognized as those of Acting Master Chase, Jacob Kickline, and Charles Bigsby. The manner in which they came to their death is unknown. The fate of Acting Master's Mate Haas and the other two seamen, Adolphus Hamburg and Robert Kelley, is also unknown. Reports have been current that they were captured and taken to Mobile as spies. Will you let me know the fate of these men as early as possible?

Respectfully, your obedient servant,

S. A. MEREDITH,
Brigadier-General and Commissioner for Exchange.

Hon. ROBERT OULD,
Commissioner for Exchange, Richmond, Va.

[Endorsements.]

AUGUST 20, 1863.

Respectfully referred to Major-General Maury for information.

RO. OULD,
Agent for Exchange.

HEADQUARTERS DEPARTMENT OF THE GULF,
Mobile, Ala., September 1, 1863.

Respectfully referred to Major J. C. Denis, provost-marshal, who will make an investigation and report.

By command of General Maury:

GEO. G. GARNER,
Chief of Staff.

MILITARY POST OF MOBILE, PROVOST MARSHAL'S OFFICE,
September 18, 1863.

Respectfully returned to Colonel George G. Garner, chief of staff, with the report that after a careful inspection of the records of this office no entry can be found relative to the men within named, and after enquiry being made at Pascagoula nothing is known by the citizens of the place, except by report from the enemy, which would go to show that there was a meeting among those men in which some were killed and the others have not been heard of since. I enclose report of Captain R. Spinter on the subject.

J. C. DENIS,
Major and Provost-Marshal.

WEST GULF BLOCKADING SQUADRON.

HEADQUARTERS DEPARTMENT OF THE GULF,
Mobile, September 18, 1863.

Respectfully forwarded for the information of Mr. Ould, commissioner of exchange.

DABNEY H. MAURY,
Major-General, Commanding.

OCTOBER 9, 1863.

Respectfully returned to Brigadier-General Meredith, agent of exchange.

RO. OULD,
Agent of Exchange.

FORT MONROE, VA., *October 18, 1863.*

Respectfully forwarded to Hon. G. V. Fox, Assistant Secretary of the Navy.

S. A. MEREDITH,
Brigadier-General and Commissioner for Exchange.

Report of Captain Spinter, U. S. Army.

EAST PASCAGOULA, *September 14, 1863.*

MAJOR: I can find out from the citizens here nothing about the Federal officer and men found on Petit Bois Island in November last, except what they say came from the enemy themselves, who reported that they thought the people of Pascagoula had killed these parties.

Young Mr. Farragut, a private in Captain Marshall's company, says that before he left New Orleans, his uncle, Admiral Farragut, said to him that they bombarded this place because they thought these men were killed by the citizens of Pascagoula, but afterwards found out that the men (Feds.) had mutinied and killed their officer and others, and the remainder, or mutineers, had never since been heard of.

Yours, respectfully,

R. SPINTER,
Captain, Commanding Post.

Major J. C. DENIS,
Provost-Marshal, Mobile, Ala.

Reports of Captain Jenkins, U. S. Navy, requesting an increase of force for the capture or destruction of the C. S. S. Florida.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, November 22, 1862.

SIR: Commander Charles Hunter (commanding U. S. S. *Montgomery*) returned to this anchorage yesterday forenoon, and reported that he had captured a rebel sloop with 61 bales of cotton on board, which had run the blockade through the Swash Channel the night previously, and that having towed the prize over the Pensacola Bar he had returned to this place to give such information as he had obtained from the persons captured.

Captain Thornton came in again this afternoon and reported that he picked up a small boat with six deserters from Fort Morgan about 30 miles from land.

It appears that these deserters were on picket duty on the beach to the eastward of the fort and had made previous attempts to desert. From the information obtained from the persons captured in the prize sloop and contributed by the deserters it would seem that a desperate effort is to be made to get the *Oreto* out and safely to sea. It is reported that she is laden with cotton (1,500 or 1,700 bales); that her crew is 120 men; that John K. Mitchell is in command, and that it is the intention of the rebels to protect her through the blockading vessels by three steamers and a ram, and that the attempt will be made at night. How far this information is to be relied on is a matter not easily decided, but every circumstance would seem to indicate such a purpose as that reported by the prisoners and deserters from inside.

It would be needless for me to say a word to you as to the great importance to the country of keeping this vessel in port, unless she can certainly be captured or sunk. With her reported speed and armament she must, on any dark night, have a great advantage over the vessels blockading here. Her object being clearly to escape our vessels here, this latest idea (of attacking or amusing us with the three steamers and ram) seems to me worthy of being well weighed, and the amplest resources at our command should be employed to avert so dire a calamity to the whole country as would be brought upon it by the escape of a vessel so well fitted to cripple our commerce to the amount of many millions of dollars as the *Oreto* is said to be.

To my mind all other duty here is comparatively incidental and secondary to the capture, destruction, or keeping in port of this vessel. It is believed that her draft of water will not allow her to pass through any other than the main channel, yet a skillful pilot might bring the *Oreto* over the eastern or western end of the outer shoals or run directly to sea through the exposed part of the main channel at will, and the chances of not being seen on a dark night would be greatly in his favor.

Unless we have vessels enough around the entrance to this main channel, and so placed relatively to each other that in the darkest night a vessel can be seen passing between them, there can be no assurance that the *Oreto* may not get out without ever being seen (under circumstances favorable to her escape as regards weather).

The gunboat stationed every night inside the bar can not well fail to see any vessel in that channel and give warning, but the arc embracing the entrance is too great for two vessels (the *Oneida* and *R. R. Cuyler*) to guard effectually. In case the steamers and ram come out, we need vessels to attack them while the *Oneida* and *Cuyler* (being the only two vessels now here having anything like the speed adequate to prevent the *Oreto* from escaping) are looking out for the main object, the *Oreto*. If these steamers come out at all (and the plan looks very favorable), they would not, in my opinion, come to fight, but endeavor to divert us from the *Oreto*. To prevent that effectually, we must have more vessels to station off the main channel.

With a vessel inside the bar at night and two others just outside, with the *Oneida* and *Cuyler* (or the *Montgomery* in the place of either of them when coaling) ready to pursue and attack the vessel seem-

ingly most anxious to get out, I think I should be hazarding little in expressing the opinion that escape would be next to impossible.

During the late easterly weather, I am sure, for many hours of each night, no one could have seen any vessel at a greater distance than 150 or 200 yards, much less from 1 to 2 miles, the distance now required to see the *Oreto*, should she not be very unlucky in shaping her course out.

I would not willingly be considered an alarmist, nor have I the least idea that the combined rebel fleet inside could do us one tithe the amount of damage we could inflict in return; but it would be poor consolation to know that while we had driven the bay steamers and ram back, or even captured them all, the *Oreto* had escaped and was free to prey upon our extended commerce in the piratical manner of the rebels.

I am quite sure you will concur with me in my opinion as to the magnitude of the stake here at this time, and trust it may be in your power to send a sufficient force to cooperate with that now here to insure beyond possibility of mistake the capture or entire destruction of the *Oreto* in case she comes out.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer.

Commodore H. H. BELL, U. S. Navy,
Commanding at Pensacola, Fla.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, November 22, 1862.

SIR: From information obtained from the master and crew of a rebel sloop captured off this place on the 20th instant by the *Montgomery*, Commander Charles Hunter, and from six deserters from Fort Morgan, picked up in a small boat 30 miles at sea by the *Montgomery* yesterday, I am of opinion that it is the intention of the rebels at Mobile to make a daring attempt to run the *Oreto* out on the first favorable opportunity.

It is reported that to effect the escape of the *Oreto* (which is now ready for sea, laden with 1,500 to 1,700 bales of cotton) it is the intention of the commander in chief of the rebel forces in Mobile Bay to accompany her out with a ram and three armed steamers, and by that means force her through the lines of the blockade.

Whether there be any foundation or not to these statements (received mainly from the deserters), it seems to me, on consideration of the great importance that is naturally attached to the retaining inside, or of capturing or destroying the *Oreto*, in case she attempts to escape either alone or under the protection of the ram and three steamers, that there should be a sufficient force here, so long as that vessel remains in port, to insure her capture or destruction.

The present force is not, in my judgment, sufficient to insure the capture of this vessel, although the best possible disposition is made every night of the available vessels.

Considering the capture or destruction of the *Oreto*, an object of paramount importance, and being unwilling to leave anything in a matter of such grave import to chance, I beg leave, respectfully, to

ask for an increased force with as little delay as possible to enable me to surround the main channel entrance of this port with vessels, so that it will be impossible for any vessel to run out on the darkest night without being seen, and have the *Oneida* and *R. R. Cuyler* in position to grapple her.

The *Oneida* and *Cuyler* are the only vessels now here, or expected here, so far as I am advised, that can compete with the *Oreto* in speed, and hence they should be able to take the best position for keeping her in sight until captured or destroyed.

Should the *Oreto* come out and is seen, the chase will not be abandoned by the *Oneida* and *Cuyler* so long as she or her smokestack is visible. Orders have been given to guide the commanding officers of the remaining vessels here in case I should have to chase out of signal distance.

I have no apprehension in regard to the ram and steamers. My anxiety is to be able to see and keep in sight of the *Oreto*.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
*Commanding Western Gulf Squadron,
Flagship Hartford, New Orleans.*

Letter from Commodore Bell, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to the movements of the C. S. S. Florida.

U. S. S. BROOKLYN,
Pensacola Navy Yard, November 23, 1862.

MY DEAR CAPTAIN: I wrote to you the other day, but the letter was accidentally left behind. I send it to-day, however, although some parts of it are no longer pertinent.

Sykes came in yesterday reporting a fight going on between one of the gunboats and the beach this side of Mobile; he did not say where. At first I supposed it was across the narrow land and that the *Oreto* was trying the superior range of her guns with our gunboat off there. But upon reflection I inferred that the gunboat and the rebels were fighting over the carcass of the schooner which *Kanawha* ran ashore, the offshore wind having chased away the water from her.

Anything more from Adams, and the anticipated dash from Buchanan or the *Oreto*? The rascals have been lying about her, as they did about the *Merrimack*, but if she comes heavily armored her draft will be heavy and speed dull. I am told that Hunter's prisoners would tell nothing but that the *Oreto* was to have run the blockade on the night of the 20th. You see they keep lying about her, yet watch vigilantly; she'll come out in some form or other.

The *Winona* chased a steamer with white side-wheels night of the 19th, firing at her 18 shots. She was in the sound, running down Ship Island, and hove in sight at sunset. She disappeared in the northwest. We suppose her to have been the *Oreto* with troops hence for New Orleans. Do you know anything about it?

Please keep an eye upon the coal of the vessels on blockade and let

me know in time; rather do you take measures in time for them to coal and relieve the others. *Pembina* hears nothing of his crosshead.

Yours, truly

H. H. BELL.

Captain T. A. JENKINS.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regarding general matters.

U. S. S. HARTFORD,
New Orleans, November 24, 1862.

DEAR COMMODORE: I received your letter by the *Sykes* the other day, and sent directions for you to send the *Kensington* down the coast, etc., since when I have received letters from Commander Renshaw that his provisions will only last eighteen days, with what I have sent him by the *Olfyton*. Please put on board the *Kensington* a good supply and send her down to Galveston and Matagorda, and then proceed to the mouth of the Rio Grande, etc. I was surprised to hear from Renshaw that he was afraid of being driven out of Galveston by the rebels, by putting two rifles, 100-pounders, on the river boats with cotton bales around them, while he has four gunboats in Galveston Bay, and begs me to send him the *Jackson* or some heavy rifle guns; thus you see there is very little use in our taking places without troops to hold them. As yet I have not been able to get any from General Butler. Weitzel says it will require 10,000 men to take Port Hudson, and they would not spare the half of them. I am now trying to get 1,000 for Mobile, but as yet I can not get them, but will as soon as they return from Opelousas. You were right in your opinion of Folwell; Adams has captured him again in the [Mississippi] Sound, and I have ordered him sent to Fort Pickens for safe-keeping for the rest of the war for violating his parole. Three steamers have arrived between yesterday and to-day, and I send you a large mail received by the different steamers. You must excuse my mistakes, for I am run almost to death. I just learned that the *Winona* had left Ship Island—I hope for Pensacola—to heave out. I hope you have good news from home. I think they will soon get me out of this, as the Mississippi will not work well with me at this end of the river, nor do I desire it more than Porter. I only feel a little curious to know whom he will nominate for my successor in the river, if he don't take it all to himself. The river is very low and nothing can yet be done above, but no doubt there will be great energy and a strong force on the river, and something will be done. The South appears to think so.

Yours, truly, in haste,

D. G. FARRAGUT.

Commodore H. H. BELL,
Commanding at Pensacola.

P. S.—I was delighted to hear that Bailey is to succeed Lardner. It will make the old fellow's heart glad.

D. G. F.

Destruction of salt works between Pensacola and St. Andrew's Bay, Florida, November 24 to December 8, 1862.

Report of Lieutenant-Commander Hart, U. S. Navy, commanding U. S. S. Albatross.

U. S. S. ALBATROSS, *At Sea, December 9, 1862.*

SIR: On the 14th November I proceeded to sea in obedience to your order of the 5th, taking in tow the U. S. brig *Bohio*, Acting Master George W. Browne, commanding, that vessel being placed under my command by Commodore Henry H. Bell, to assist in destroying the salt works on the coast between Pensacola and St. Andrew's Bay, Fla.

Along this part of the coast there were but few salt works to be found until we reached a place called Philip's Inlet (not laid down on the chart). This was the only spot that had the appearance of doing any business in the salt line, but the surf was so heavy that our boats could not land without wetting the arms and ammunition of their crews. I deemed it prudent to wait for a smooth time, so that I could effectually destroy all their works. Carefully noticing and counting all their furnaces as I went, I continued on my course until I reached St. Andrew's Bay, off the entrance of which I anchored.

A boat from the U. S. schooner *Wanderer* came off to us, and on the following day (16th November), the wind having veered round to the southward and eastward, bringing in a heavy swell, I again took the *Bohio* in tow, ran in, and anchored under shelter of Hurricane Island. During the afternoon I took two armed boats to reconnoiter and pulled into an arm of St. Andrew's Bay that extends due west, and is only separated from the sea for 15 or 16 miles by a narrow strip of land, in many places less than a quarter of a mile wide.

I wanted to see if it was quite possible for me to get with an armed force to the rear of the salt works at Philip's Inlet and destroy them in that way. I found that I could not get at them without a march of over 6 miles through the sand, and that my best way was, when the sea was smooth, to land in our boats. By taking this little trip, however, I chanced to see and learn the extent of the salt manufactories along the shores of the bays, or bayous, and creeks of St. Andrew's Bay. It quite surprised me, and I felt sure that if I did all that I could to destroy them I would not exceed your orders, which were to "run up the coast and destroy the salt works between this place (Pensacola) and St. Andrew's Bay." I saw the smoke of a very large number, and when I returned on board that night the sky was lit up both to the eastward and westward, away inland, for a long distance. I afterwards learned that they, not having been molested here, had collected in great numbers.

On the 17th the *Wanderer* in attempting to work up the bay got aground, and I went to her assistance with the steamer, and concluded to follow her up the bay to the town of St. Andrew's. With the exception of three men and two women, the place was deserted. There were boats hauled up on the beach and under sheds that were serviceable, which I set fire to and otherwise destroyed, at the suggestion of Acting Master [E. S.] Turner, of the *Wanderer*, who thought they might be put to improper use, and if manned and armed could give great annoyance in endeavoring to capture the boats of the schooner carrying salt across the bay or running the blockade. Within a few miles of the town I destroyed several salt pans, with their furnaces,

pumps, tubs, gutters, etc. Two or three sets of these pans were made of the coast-survey harbor buoys cut in two. Each half would hold over 150 gallons of sea water.

We found ourselves while at anchor off the town constantly watched by a company of cavalry, numbering, as near as we could learn, 90 men. They took good care, however, to keep out of harm's way. For a whole week we sent out armed boats to reconnoiter in all directions and destroy all boats, salt pans, etc., in the neighborhood. On the morning of the 24th November, at 4 a. m., I started off with an expedition under my command in the direction of North Bay. The *Bohio* furnished two boats and 30 men, one of the boats having a howitzer; and the *Albatross* armed and equipped three boats with 30, besides a working gang of coal heavers and firemen, with sledge hammers, top mauls, cold chisels, and axes.

The officers belonging to the *Albatross* which accompanied the expedition were Acting Master Theodore B. Du Bois and Acting Ensign John H. Harris.

We proceeded up an arm of St. Andrew's Bay, called North Bay, about 12 or 14 miles, and reached a point of land, where we concluded to rest until broad daylight. The bay was very wide at this point, and a fog hung over the water, preventing us from seeing which way to go. As soon as we lay on our oars, we thought we heard voices on shore. Pulling in the direction, we soon ascertained that we were near quite a number of people, and as we came nearer we not only heard voices, but we heard dogs barking and horses neighing, and we felt quite sure that we had stumbled upon a company of cavalry and soldiers, for day was breaking, and what we afterwards found out were canvas-covered wagons, we then mistook for tents. I thought I would startle them, and ordered a shell to be sent over their heads, and in a minute there never was heard such shouting and confusion. They seemed not to know which way to run. Some of their mules and horses they succeeded in harnessing to the wagons and some they ran off to the woods beyond as fast as they could be driven, a shell every now and then over their heads making them hurry faster. The water was so shoal that our men had to wade over 200 yards through the water, over a muddy bottom, to the shore, and before they reached it the people had all left and we could just see them through the woods at a long distance off. We threw out pickets, and Acting Master Browne, with the men belonging to the *Bohio*, took one direction, and I, with my men and officers, took the other, and, with top mauls, axes, sledge hammers, and shovels, we commenced the destruction of salt kettles and salt pans and mason work, for we had got into a settlement of salt workers. To give you an idea of our seven hours' labor, I refer you to the accompanying report of Acting Master Browne and list, and also my list of salt kettles. To render everything completely unfit for future use we had to knock down all the brickwork, to destroy the salt already made, to knock in the heads and set fire to barrels, boxes, and everything that would hold salt; to burn the sheds and houses in which it was stowed, and to disable and burn up the wagons that we found loaded with it. The kettles being such as are used in making sugar, we know the capacity of by the marks on them, but the salt pans we could only tell by measurement, which we had no time to do, so that our total estimate of the amount of sea water that was boiling in them when we arrived is far short of

what it really was. Our pickets brought in five white men and three negroes; the white men were paroled, the negroes were brought away by us. To our surprise, we heard that we had driven off 900 men and boys, all of whom had been here for some months. They had all heard of the frequent attacks upon them by the boats of Admiral Lardner's squadron, and some of them had come from salt works farther down the coast. After we finished with them here we pulled to another place 4 miles distant. The people saw our boats coming and they commenced putting out their fires and securing their kettles. We gave chase, and Acting Master Du Bois, after a dead run of 3 miles across a swamp and two creeks, with eight or ten men, succeeded in capturing five wagons, which he let go after breaking the kettles that were in them. At this place we destroyed over forty furnaces and sheds, besides pumps and kettles.

After this day's work and a pull of 30 miles altogether the men returned to their vessels, and, strange to say, that although nearly all were wet through as high as the waist all day long, there has not been one sick.

On the morning of the 26th, at 3 a. m., with a force of the same number of men and boats, and with two howitzers mounted, we quietly pulled with muffled oars in another direction to the eastward. At daybreak we landed at a place where there were a number of salt works in full operation, and set fire to and destroyed the sheds and firewood and salt pots and pans. There were thirty altogether here, but many of the kettles had been taken away. Three miles beyond was another place where we found extensive preparations for making salt, and the arrangements were complete in every way. There were large furnaces that had never been used, and there were brick kilns and shed for drying bricks, an excellent clayey soil. Their sheds and furnaces, etc., we all destroyed or rendered useless.

Beyond this place, 13 miles distant, we were informed, was another large settlement, called California Inlet, where there was said to be a thousand salt makers under the protection of a large body of cavalry. As our boats' crews had already pulled 18 miles and had destroyed a number of salt works and were wet and somewhat tired, I thought it not advisable to add 13 miles more to it. Their condition when they returned to their vessels after such a day's work would have been anything but a proper one. However, our day's work was not yet finished, for on our way back we discovered that we had passed in the dark three or four small salt works, which we visited and destroyed.

On the 28th of November dropped down to the entrance of St. Andrew's Bay and prepared for sea. The wind came out from the southward and westward, with rain and foggy weather and with a heavy swell on, and we were detained until the 30th, when we saw a strange sail to the southward. Got underway and stood out toward her, but the weather getting hazy we lost sight of her. Again visited the salt works along the shores toward the east end of Santa Rosa Island, but could not effect a safe and dry landing to our armed boats and crews, and returned to the anchorage behind Hurricane Island, where my consort, the *Bohio*, lay. The following week we had rain, fogs, and southerly winds. Our boats were employed visiting the upper bays to watch for salt workers.

On Saturday afternoon (6th) the wind came around to the north and the weather became clear and cold, and the sea commenced going

down. On Monday, the 8th, we took the *Bohio* in tow and stood along the coast toward Pensacola Bay, landing and destroying the salt works between St. Andrew's and Santa Rosa Island as we came across them.

The works at Philips Inlet were not as extensive as they had been represented to me. I found only a few, and away inland, upon the shores of the bayou, which extends 2 or 3 miles, I saw neither smoke nor fires.

At sunset I stood to the southward 10 miles and cast off the *Bohio* to proceed on her course. Stood inshore again and anchored until this morning (9th December) at daylight, when I got underway for Pensacola.

During this short cruise I have had an excellent opportunity of seeing the courage, endurance, and cheerfulness of the crew under my command. Had there been a good armed resistance made to our descent upon the salt workers they would have found our men a tough party to handle.

Of the officers I can not speak in too high praise. It is owing to them solely that my crew are well drilled and obedient.

The *Bohio* rendered me much assistance with his boats and men, and Captain Browne and his officers showed a praiseworthy alacrity in complying with every request and order of mine.

I furnished the U. S. schooner *Wanderer* with provisions on my arrival at St. Andrew's, to enable her to remain as long as possible at her station on the blockade of that place. Acting Master Turner, her commanding officer, informed me when I left that unless Admiral Lardner sent him stores he could not possibly remain at his station longer than this coming Friday (12th). Besides the crew of the *Wanderer*, Captain Turner has a large family, belonging to a refugee that is now at Key West, upon his hands, which is one cause why his provisions are getting short. If it is true, as I have been informed by some salt makers, that there is a schooner in one of the creeks on North Bay in readiness to run the blockade with a load of cotton, she may choose the opportunity while the *Wanderer* is absent.

Captain Turner, of the *Wanderer*, informed me that he only had two small boats that together would hold no more than ten men, so that it can not be attributable to him that the salt business has been so large on the shores of St. Andrew's Bay. The shores or water front of this bay are immense, and it would give one vessel and her armed boats constant activity, for salt is so much needed by the people of the Confederate States that they will run almost any risk to make it.

Enclosed you will find the report of Acting Master George W. Browne, commanding U. S. brig *Bohio*, with his list of salt pans, etc., destroyed, and a list also of mine that were destroyed by the crew of the *Albatross*.

Respectfully, your obedient servant,

JOHN E. HART,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Report of Acting Master Brown, U. S. Navy, commanding U. S. brig Bohio.

U. S. BRIG BOHIO,
St. Andrew's Bay, November 25, 1862.

SIR: According to your request, I respectfully report that on the morning of November 24, at 4 a. m., I started from this vessel with two boats, the larger having a light 12-pounder howitzer mounted for service, and 30 men, armed with rifles, muskets, and carbines. Taking the cutter in tow, I proceeded with all possible dispatch up North Bay to a point not laid down on my chart, but at a supposed distance of 12 miles. Previous to my arrival I discovered large volumes of smoke covering the vicinity of our intended landing, and on getting close in discovered numerous small fires, which I concluded were camp fires, particularly when I distinctly heard the challenge of "Who comes there?" from a person I took to be a soldier on the shore. The day was just breaking when you called my attention to the noise and confusion in camp. When we could see well we discovered numerous bands of men and horses, which appeared forming to give us battle. You then decided to pepper them a little, and accordingly we opened on them with shrapnel and canister. After firing thirteen rounds we landed, having had to wade in mud and water above our knees. You directed me to proceed at once with my command and destroy all the salt cauldrons and salt I could discover, together with all the wagons and conveyances of the men employed at the works, which I faithfully did, killing all the mules I could find and burning wagons and appurtenances. I ascertained from some prisoners I took that there were some 2,500 men engaged in this vicinity making salt, and that there were about 1,000 men at work here, but they had run off when our shell began to play about them. Some of them were armed with rifles and others with shotguns. One of the latter I found stowed away in a wagon, loaded with heavy buckshot. The salt works that I destroyed here were on a large scale, and I should judge, from the immense number and from what the prisoners said, that 500 bushels a day would be within the estimate of their labors.

According to your orders I followed your boats some 5 miles up West Bay; had the same difficulty in landing through mud and water. Made a half circuit of the island in the opposite direction from that you had taken, destroyed a number of salt works that had been left with great alacrity. Killed several cattle, and then took my men across a deep morass of mud, crossed over on the mainland and destroyed numerous works, burning all the houses and appurtenances attached. All the salt I effectively destroyed by mixing it with sand in such quantities as to render it perfectly useless.

At 6 p. m. I received orders to return, and arrived back to this vessel at 8:40 p. m. The men were much fatigued with the day's labor, and several of them had their feet cut and injured by the exposure.

I take much pleasure in commending Master's Mates Samuel C. Heath and James Sheppard for the able manner in which they performed their duty, and all the men behaved and worked admirably, particularly Daniel Parsons, boatswain's mate, who is worthy of a better position.

Enclosed please find a detailed report of the destruction of salt and cauldrons by the party under my command.

Very respectfully, your obedient servant,

GEO. W. BROWNE,
Acting Master, Commanding.

Lieutenant-Commander JOHN E. HART,
In command of Expedition.

[Enclosure.]

Account of pots and salt destroyed by boat expedition from U. S. brig Bohio, George W. Browne, commanding, St. Andrew's Bay, November 24, 1862.

Number of pans.	Capacity of each.	Total capacity.	Salt destroyed.
	Gallons.	Gallons.	Bushels.
6.....	100	600	10
7.....	200	1,400	4
9.....	6, 200; 3, 100	1,500	3
5.....	150	750	4
6.....	2, 60; 4, 100	520	6
4.....	80	320	9
13.....	9, 100; 4, 75	1,200	7
2.....	150	300	2
14.....	11, 90; 3, 150	1,440	175
7.....	4, 60; 3, 100	540	60
6.....	4, 100; 2, 50	500	20
8.....	4, 60; 4, 40	400	40
17.....	10, 100; 7, 80	1,580	50
4.....	150	600	19
5.....	100	500	1
7.....	40	280	2
6.....	60	300	70
6.....	100	600	60
2.....	150	300	20
4.....	90	360	2
5.....	100	500	3
3.....	60	180	1
1.....	250	250	.....
4.....	100	400	.....
2.....	400	800	.....
152.....		16, 100	568

Respectfully,

GEO. W. BROWNE,
Acting Master, Commanding.

Lieutenant-Commander JOHN E. HART,
Commanding Expedition.

Account of salt pots and pans destroyed by an expedition from U. S. S. Albatross, November 24, 1862, St. Andrew's Bay, Fla., Lieutenant-Commander John E. Hart, commanding.

No. of pots and pans.	Capacity of each in gallons.	Total number gallons.
24	0, 150; 12, 100; 5, 75; 3, 175	2,700
25	11, 40; 10, 70; 4, 75	1,440
21	25	525
12	3, 100; 5, 70; 4, 75	950
39	9, 100; 6, 70; 9, 45; 9, 40; 6, 25	2,235
17	8, 150; 4, 100; 5, 40	1,800
35	6, 125; 20, 45; 9, 45	1,875
33	3, 150; 2, 100; 20, 70; 8, 45	2,410
24	9, 100; 9, 70; 7, 25	1,705
5	250	1,250
235		16,890

November 27—20 pots, 90 gallons capacity; total, 1,800.

December 8—59 pots, 50 gallons capacity; total, 2,950.

Grand total, 21,640.

With the above there were destroyed furnaces, pumps, boxes, barrels, sheds, houses, and wagons, containing salt in quantities that I could not estimate. Whenever I found anything connected with the manufacture of salt I destroyed it.

Respectfully,

JNO. E. HART,
Lieutenant-Commander, U. S. Navy.

Report of Captain Jenkins, U. S. Navy, requesting coal in preparation for the chase of the C. S. S. Florida.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, November 25, 1862.

MY DEAR COMMODORE: I ought to let you know that my coal will be very nearly out by the 5th proximo, at the present rate of daily consumption, if not required to get underway to chase in the meantime.

I have been unable to reduce the daily consumption below 6½ tons. At night I keep up a good head of steam, so as to be ready for a chase.

Without three or four days' coal on hand for full steaming, no blockading vessel can be considered in an efficient condition, especially when in expectation of a fast steamer to attempt to run out.

If the *Oreto* should attempt to run the gantlet it would be very mortifying for us not to be able to pursue her for want of coal.

The absence of the *Winona*, *Kanawha*, and *Aroostook* and the non-arrival of the *Pembina* renders me anxious day and night.

It would be a terrible misfortune to the country for the *Oreto* to escape the blockade.

I find that the rebels are driving piles across the channel to the westward of Fort Morgan.

I sent the *Kennebec* this forenoon to reconnoiter Grant's Pass and the bay adjacent. Russell reported six schooners lying near Grant's Pass or Fort Gaines. They must be waiting to try their luck through the western channels.

Very respectfully and truly, yours,

THORNTON A. JENKINS.

Commodore H. H. BELL, U. S. Navy.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report regarding the burning of steamer Victoria in Atchafalaya Bay.

No. 266.]

FLAGSHIP HARTFORD,
New Orleans, December 4, 1862.

SIR: I have the honor herewith to enclose Lieutenant-Commander Buchanan's report of the capture of a launch, with two prisoners, and of the burning of the Anglo-rebel steamer *Victoria* in Atchafalaya Bay.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. GUNBOAT CALHOUN,
Off Brashear City, November 28, 1862.

SIR: I have the honor to report that an expedition which I started from this ship two days ago up Bell River returned this morning with a launch, mounting a 12-pounder Dahlgren howitzer, and two prisoners; the rest of the crew escaped. She had on board 60 tents and a few shotguns, which are worthless. I have learned that the rebel steamer *Victoria* was set on fire and blown up off Last Island about two weeks ago. It appears that she broke her piston rod and sent a boat up here for assistance. Some person at the mouth of the river told them that we had possession of the place, when they went back and set her on fire and deserted her. I heard from a Confederate officer who came down with a flag of truce that her crew had arrived in Franklin from Bayou Sale, having gone up Côte Blanche Bay, and that the steamer was loaded with arms, ammunition, and clothing.

I am, very respectfully, your obedient servant,

THOS. McKEAN BUCHANAN,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

*Expeditions for the destruction of salt works at Cedar Lake, Tex.,
November 27 and 28, 1862.*

Report of Acting Master Dillingham, U. S. Navy, commanding U. S. ship Morning Light.

U. S. SHIP MORNING LIGHT,
Off Velasco, November 28, 1862.

SIR: On the 27th ultimo [instant] I anchored the ship in 3½ fathoms water at a place called Cedar Lake. I sent three boats' crews and officers to destroy an extensive and valuable salt manufactory [that] I discovered the day previous, which duty they most effectually performed, together with all the machinery, carts, and implements, also destroying several tons of salt which was packed in hide bags for inland transport, and returned to the ship without an accident.

This morning I sent another expedition about 4 miles farther down the coast, the wind at the time not allowing the ship to cover the beach. While in the act of destroying the works, which were not very extensive, a mounted troop of guerrillas charged on them, driving them to the boats. One man surrendered or was taken prisoner; the rest escaped to the boats, when a sharp skirmish took place, in which we had one man killed and one shot through the arm, not seriously. In the meantime a slight breeze enabled me to approach the beach with the ship, when we most effectually routed them from the beach. I seriously regret any accident happening to the expedition, as great caution was used. I refer you to a copy of Acting Master [Henry W.] Washburn's report for particulars. Hoping the transaction will meet your approval, as well as the conduct of my officers and crew, I remain, sir,

Very respectfully, your obedient servant,

JOHN DILLINGHAM,
Acting Master, Commanding U. S. Ship Morning Light.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

P. S.—The salt manufactory we destroyed was quite new. The one we partially destroyed was rendered unfit for present use. Both seemed to be gotten up at great expense and labor.

My ship draws nearly 17 feet of water, and as it is necessary to go into 3 fathoms water to get a convenient range for our guns, I can not do much with the ship without great risk. A small tender with a rifle gun would clear the whole coast of salt works without endangering the men.

Very respectfully, etc.,

J. DILLINGHAM.

Rear-Admiral D. G. FARRAGUT.

Report of Acting Master Washburn, U. S. Navy, executive officer.

U. S. SHIP MORNING LIGHT, *November 27, 1862.*

SIR: Agreeable to your orders, we have this day destroyed the extensive salt manufactory near Cedar Lake, Tex.

Acting Master William W. Fowler, with one party, destroyed one factory of 8 large kettles and all the buildings belonging to it. I, with another party, destroyed those extending to the northward, consisting of 4 large tubular boilers and 10 large and 4 small kettles.

The whole amount of salt ready packed for transportation was not far from 10 tons, all of which was ruined.

Acting Master's Mate G. H. Rice, with the three boats, covered our retreat in case of attack from the guerrillas, a number of whom were mounted and were watching our movements. All connected with the expedition were prompt in executing and obedient to orders.

Yours, respectfully,

HENRY W. WASHBURN,
Acting Master and Executive Officer.

JOHN DILLINGHAM, Esq.,
Acting Master, Commanding U. S. Ship Morning Light.

Report of Acting Assistant Surgeon Sherfy, U. S. Navy, regarding casualties.

U. S. SHIP MORNING LIGHT,
Off Coast of Texas, Near Velasco, November 28, 1862.

SIR: In obedience to your orders, on discovering that our boats' crews in this morning's expedition were fired on by the enemy, I proceeded in the gig with all possible dispatch to their assistance, accompanied by my steward and nurse, with such instruments and necessaries as might be needed. I met the boats a short distance from the shore, and finding the wounded required no immediate attention I ordered them all on board without delay and then proceeded to investigate thoroughly the extent of injuries received, and have to report [to] you the following list of casualties:

Killed.—Thomas Jones, ordinary seaman, gunshot wound in the mouth, passing backward into the spinal column; also one between the sixth and seventh ribs, in the middle of the right side, penetrating the lungs. He died almost instantly.

Wounded.—Michael Sugru, seaman, in the middle of the left forearm; a musket ball struck the radius, fracturing it slightly, passing

round its outer side and lodging under the skin opposite the point of entrance. William Thomas, ordinary seaman flesh wound, quite to the bone, about 1 inch from the upper end of the sternum, near its left edge, as if made by a buckshot nearly spent. Peter Le Provost, seaman, scalp penetrated on the top of the head; the ball entered the front of his cap, wounding the scalp on its way and passing out of the cap behind. H. W. Washburn, acting master and executive officer, a contused wound, very slight, along the outer side of the right forearm. George H. Rice, master's mate, struck on the left wrist by a spent ball.

Summary.—Killed, 1; wounded, 5. The wounded are doing well and are all on duty except the first two.

Very respectfully, your obedient servant,

J. W. SHERFY,
Acting Assistant Surgeon, U. S. Navy.

Acting Master JOHN DILLINGHAM,
Commanding U. S. Ship Morning Light.

Second report of Acting Master Washburn, U. S. Navy, executive officer.

U. S. SHIP MORNING LIGHT, *November 28, 1862.*

SIR: Agreeable to your orders, I this day landed with the crew of the first cutter, covered by the third cutter, under charge of Acting Master's Mate G. H. Rice, for the purpose of destroying a salt manufactory near the southwest end of Cedar Lake. We were unable to effectually destroy it, having been attacked by a body of mounted rebels, numbering about 40, and a large number of footmen, who were able to approach us unseen in the grass. In retiring, William Thompson, captain [of] fore-castle, was taken prisoner. Thomas Jones, ordinary seaman, killed by a ball through his head. Peter Le Provost, captain after guard, wounded in the head; Michael Sugru, seaman, left arm broken by a ball; William Thomas, ordinary seaman, wounded in breast. I am unable to state positively the number of the enemy killed, but think it not far from 4, as that number were seen to fall from their horses.

Acting Master's Mate G. H. Rice covered our retreat finely. I would also mention Assistant Paymaster William S. Blunt as having behaved bravely. Nearly all in the boats were slightly wounded and the boats completely riddled with balls or slugs.

Yours, respectfully,

HENRY W. WASHBURN,
Acting Master and Executive Officer.

JOHN DILLINGHAM, Esq.,
Acting Master, Commanding U. S. Ship Morning Light.

Report of Acting Master Dillingham, U. S. Navy.

U. S. SHIP MORNING LIGHT,
Off Velasco, December 1, 1862.

SIR: I left with Captain Renshaw a report of an expedition in which we destroyed a very extensive salt manufactory in the vicinity of

Cedar Lake. With Captain Renshaw's permission, I called at Sabine to procure a small schooner for a tender to this ship, but without success. As much of this coast needs a closer investigation than I can always safely venture with the ship, to cover boats landing, a small schooner with a small armament would be very useful.

I would also beg to recommend to your notice Acting Master's Mate George H. Rice, who, in the late expedition of November 28, conducted himself and boat's crew with great discretion and bravery. All concur in saying that but for his firmness in returning the fire of the rebels the whole of the cutter's crew and officers must have been shot and taken prisoners. He had one man killed in his boat, and about every one, including himself, slightly wounded. I counted 24 bullet marks in his boat's gunnel and some 10 or 12 loose balls in the boat. Acting Master H. W. Washburn, executive officer, conducted the expedition in a very proper manner, and Acting Assistant Surgeon Sherfy was very prompt in giving assistance to the wounded men in the boats.

Very respectfully, your obedient servant,

JOHN DILLINGHAM,

Acting Master, Commanding U. S. Ship Morning Light.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regarding increase of force at Mobile.

FLAGSHIP HARTFORD,
New Orleans, November 28, 1862.

DEAR COMMODORE: Send the *Winona* off Mobile to report to Captain Jenkins, if you think he has not force enough.

Very truly and respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Senior Naval Officer Present, Pensacola Bay.

P. S.—I have carefully examined the case of the *Winona* firing at the steamer off Ship Island Pass, and I am certain that it must have been a rebel boat, and that she is now in Bay St. Louis, as Captain Madigan says she ran in behind Cat Island. Gray, in the *McClellan*, chased a steamer which he thinks ran out of Mobile. She was steering S. E., about 200 miles southeast from Mobile; lost sight of her at 9 o'clock; had gained on her very much, and was almost sure of her when he lost sight of her. It is reported here that the *Oreto* is out, but another report [is] that it was the *Victoria*, out of Mobile. I am only waiting for the provisions to send the *Cayuga* to Mobile. Jenkins thinks his force not sufficient if Buchanan comes down to divert the attention from the *Oreto*.

Yours, truly,

D. G. F.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Madigan, U. S. Navy, commanding U. S. ship Vincennes, for a search of Bay St. Louis for a suspected steamer.

FLAGSHIP HARTFORD,
New Orleans, November 28, 1862.

SIR: I have not the slightest doubt but that the steamer supposed by you to be the *Oreole* was from up the Pascagoula River and that she is now concealed in Bay St. Louis. You will therefore direct Lieutenant-Commander Adams and Lieutenant-Commander Blake to go in search of her.

You will report to me the number, condition, etc., of the navy guns at Ship Island.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]
Rear-Admiral.

Lieutenant-Commander JOHN MADIGAN,
Commanding U. S. Ship *Vincennes*.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the abandonment of proposed attack upon Port Hudson.

No. 264.]

FLAGSHIP HARTFORD,
New Orleans, November 29, 1862.

SIR: I am still here waiting for General Butler to furnish me with troops. General Weitzel, who has been consulted as to the propriety of attacking Port Hudson, informed General Butler and myself that he had the best of information that Port Hudson was held by at least 12,000 to 15,000 Confederates, and that it would be unwise to attack it with less than 12,000 men, so that the general has abandoned the idea of making the attack.

I next asked for 1,500 or 2,000 men to attack the rear of Fort Gaines, and 1,000 for Galveston to hold the place. The general says he will send the men to Galveston next week.

I have just sent down supplies to the vessels in Galveston. All appears to be well at Mobile.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Blake, U. S. Navy, commanding U. S. S. Hatteras, for a careful search for blockade runners in Mississippi Sound.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, November 29, 1862.

SIR: You will proceed in the steamer *Hatteras* along the northern shore of the [Mississippi] Sound as close as you can safely navigate,

and carefully examine the several bays for rebel craft that are supposed to be loading there and watching a chance to run out. The *Winona* chased a steamer in the sound on the night of the 19th. She escaped, running from Ship Island to the northward and westward. St. Louis Bay requires a special examination.

I think you had better begin at St. Louis Bay, appearing there at early daylight, and running down the coast to the eastward, regaining your station near Grant's Pass that same evening.

Very respectfully,

H. H. BELL,

Commodore, Commanding Blockade off Mobile Bay.

Lieutenant-Commander HOMER C. BLAKE,

Commanding U. S. S. Hatteras, Mississippi Sound.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Butler, U. S. Army, regarding the capture in Mississippi Sound of the sloop Young Gustave.

U. S. FLAGSHIP HARTFORD,

New Orleans, November 29, 1862.

SIR: About the 21st ultimo the U. S. gunboat *J. P. Jackson* captured in Mississippi Sound, under Point aux Chenes, a sloop called the *Young Gustave*. The captain had a pass and coasting license signed by Major Strong, by order of General Butler, and was bound to Pensacola, having been regularly cleared for that port. A passenger on board, Francisco Riancho, had not your pass. On the person of the son of the charter party, in his shoes, were found letters for Mobile, in which the writers acknowledged the receipt of letters from that point (Mobile) by the hand of the charter party, Jose Garcia. Riancho, the two Garcias, and Antonio Silva, the captain, I think, should be arrested and brought before you for examination, as they were evidently running a mail to Mobile, and have been doing so for some time past. These men were released under a general order for releasing noncombatants before I was aware of the true state of the case, which was after I had translated the letters found on young Garcia.

The Spanish consul is now interceding for these men. I have some \$2,000 and upward belonging to Riancho, which should be returned to him if he is cleared of guilt in the transaction.

All of which, together with the papers, is submitted for your consideration.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]

Rear-Admiral.

Major-General BENJ. F. BUTLER,

Commanding Department of Gulf, New Orleans.

Extract from letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, referring to proposed operations and the destruction of steamer Victoria in Atchafalaya Bay.

FLAGSHIP HARTFORD,
New Orleans, November 30, 1862.

DEAR COMMODORE: Your several letters: First, send the *Tennessee* with the provisions down to Galveston or they will be entirely out. Get her off as soon as possible. Send the *Winona* around here to act in the river. She may answer here until we get a dock ready.

* * * * *

I am still waiting for old Butler for troops, for, as you say, I want no more elephants. I will not take another place without troops to hold it. I shall call on the general to-night to see if he is going to send the troops to Galveston. As to Mobile, I have but little hopes of getting troops for the attack, but if the orders come out to attack it, I shall do so and take the chances. As to their piles, I do not regard them at all; his ships will run through them like nothing, and in deep water they will not even stop a gunboat. I am very anxious to get the next mail. The *Victoria*, sister steamer to the *Arizona*, ran into Atchafalaya and got on shore and sent up for assistance, and when they found that we had possession they set fire to the vessel and she blew up. She was loaded with munitions of war.

In great haste, yours, truly,

D. G. FARRAGUT,
Rear-Admiral.

Commodore BELL.

Letter from Consul-General Shufeldt, to Rear-Admiral Farragut, U. S. Navy, regarding the movement of blockade runners.

Private.]

U. S. CONSULATE-GENERAL,
Havana, December 1, 1862.

MY DEAR SIR: Your agreeable letter was duly handed to me by the French consul-general. I am much obliged for your kind remembrances, and feel conscious of having neglected a correspondence which I value very highly. I have, nevertheless, watched your progress and gloried in your victories as much as any of your friends or your countrymen.

In reference to the contraband trade with the ports of the Gulf, I have been lately satisfied that the attempt to run the blockade in large steamers has been found too expensive, and in consequence the parties interested here have determined to divide and lessen the risk by the purchase of schooners and other small vessels. I enclose you list of these vessels lately transferred to British and other flags in this port, I have no doubt for the above-mentioned purpose. We have yet several steamers of the *Arizona* type, but I do not observe any movement among them, with the exception of the *Cuba*, late of New Orleans and Mobile mail line. She, I think, is watching her opportunity.

The *Oreto*, or *Florida*, escaped Preble in a cool and dashing manner, but I can not think that my old friend and fellow-shipmate deserved the punishment which was inflicted. It was very unfortunate that I had no means of getting the information to Mobile, for I knew almost

positively that she was going there and wrote to the Department to that effect.

In reference to the *Blanche*, my impression is that Hunter would have accomplished the destruction of the vessel by merely showing his colors and running toward her. In this way he would have avoided any infraction of international law. The Spanish authorities were very indignant at the violation of territory, and it will be difficult to prove in the face of the captain's protest that Hunter's men did not set fire to her. I tried very hard to get the evidence of the crew of the *Blanche*, but they were kept out of my way. I regret the affair so far as the Spanish authorities are concerned, but insomuch as John Bull may bluster and threaten I must confess that it gives me pleasure. We have a reckoning with him, which I hope, under Providence, to live to see settled.

We have had no arrivals from the ports of your command for some time. No steamer since the *Blanche*. I think the Rio Grande deserves your attention next. The American schooner *Snow Drift*, of New York, arrived here lately from that port, and from certain mysterious movements and from the character of her cargo, I am inclined to think is bound to Matamoras. If you fall in with her, I am quite sure she would prove a legal prize. She seems to be one of those cases which renders it necessary to be watchful of "our friends."

In future I shall be more constant in my correspondence.

I am, my dear sir, your friend and obedient servant,
R. W. SHUFELDT,
Consul-General.

Rear-Admiral D. G. FARRAGUT,
Commanding in Gulf of Mexico, etc.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Young, U. S. Navy, commanding U. S. S. Powhatan, regarding a change of command.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 2, 1862.

SIR: Enclosed are two orders from the Department, dated, respectively, the 20th and 22d of November, by which you are detached from the *Powhatan* and ordered to report to me for the command of the U. S. gunboat *Pembina*, the Department having been under the erroneous impression that the *Pembina* was still attached to this squadron.

There being no opportunity of sending you to the Gulf from here, you will repair to this port by the earliest opportunity and take passage for the North by the first steamer.

Respectfully, your obedient servant,
S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Lieutenant-Commander JONATHAN YOUNG,
U. S. S. *Powhatan*.

Report of Acting Master Lamson, U. S. Navy, commanding U. S. schooner Kittatinny, referring to the capture of the schooners Matilda and Diana.

U. S. GUNBOAT KITTATINNY,
Pass Cavallo, December 2, 1862.

SIR: I received on the 24th ultimo orders from you to proceed to Pensacola, but for the following reason have not as yet complied with your instructions. I was ordered by Commander Renshaw, on the —th ultimo, to enter this pass in company with mortar schooner *Henry Janes*. I had considerable trouble in getting my vessel over the bar, but after lightening her to 8 feet succeeded in doing so, though she thumped very heavily on a hard bottom, starting the oakum from her seams.

As the enemy have many small craft in the bay, and would probably attack us if they knew how weakly we are manned, I consider it unsafe to leave the mortar schooner here alone, and shall venture to remain here until relieved by some other vessel. Another mortar schooner would, in my opinion, answer every purpose, as we are anchored in the only channel out of the bay and entirely command it.

I would respectfully urge upon your attention our want of men. There are now absent from my vessel officers and crews in three prizes, and the mortar schooner has lost since coming in here 9 men and her executive officer, captured in a boat.

I am also much in want of provisions, having had to supply not only the mortar schooner, but also U. S. ships *Sachem* and *Corypheus* from Aransas. U. S. bark *Arthur*, however, has given us all she could spare. We are supplied in most respects for about a month.

I have to report that on the 25th ultimo, at daylight, discovered a schooner near the bar, evidently attempting to run in. Immediately dispatched first cutter and gig in charge of Acting Master A. H. Atkinson, who, after chasing the schooner to sea 8 or 9 miles, succeeded in capturing her. She proved to be the *Matilda*, under English colors, bound ostensibly to Matamoras. She had on board, however, a pilot well acquainted with this bar. She also attempted to escape our boats. I have discharged her for the purpose of finding a reported leak, and of ascertaining whether she carried contraband articles. She has a general cargo from Havana, and will be sent to Key West in a few days.

I have further to report that on the next day, 26th ultimo, captured under similar circumstances another schooner, the *Diana*, from Campeche to Matamoras, with general cargo. Found on board a resident of Texas, who made a written declaration that he was her pilot and that she was bound to this or any other Texan port she could get into. I sent her next day to Key West.

I am, sir, respectfully, your obedient servant,

C. W. LAMSON,
Commanding U. S. Schooner *Kittatinny*.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Acting Master Lamson, U. S. Navy, commanding U. S. schooner Kittatinny, regarding cause of delay in obeying orders to proceed to Pensacola.

U. S. GUNBOAT KITTATINNY,
Pass Cavallo, December 2, 1862.

SIR: I received by the steamer *Sachem*, on the 23d ultimo, orders from the admiral to proceed with this vessel to Pensacola and report to the senior naval officer there. Before doing so, however, I consider it my duty to inform you of the matter, as you may not deem it safe to leave the schooner *Henry James* here alone, especially as she is so weakly manned, having been unfortunate enough to lose her executive officer and 9 men while cruising up the bay.

My own crew, originally very small, has been much diminished by sending away two prize crews, viz, in the schooner *Diana*, 28th ultimo, and in the schooner *Matilda*, which will sail to-morrow if possible. I shall then have but one officer and half a crew, though Lieutenant Wade, commanding U. S. bark *Arthur*, will furnish me with 6 men.

I write by the mail steamer now due to apprise the admiral of the reasons for my delay in obeying his orders. Trusting to hear from you on the subject at an early date,

I remain, respectfully, your obedient servant,

C. W. LAMSON,
Commanding U. S. Schooner Kittatinny.

Commander WM. B. RENSHAW,
Senior Officer, Commanding Galveston.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Madigan, U. S. Navy, regarding caution given to the steamer Creole.

FLAGSHIP HARTFORD,
New Orleans, December 3, 1862.

SIR: Yours of 28th ultimo has been received. I have requested the quartermaster to caution the *Creole* against attempting to pass the blockade.

Send the *John Trucks* to Pensacola, when she will be discharged immediately and allowed to proceed home or elsewhere at the pleasure of her captain.

You will make me a weekly report of the progress on the vessels undergoing repairs at Ship Island.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander JOHN MADIGAN, Jr.,
Senior Naval Officer Present, Ship Island.

Order of Commodore Bell, U. S. Navy, to Captain Hitchcock, U. S. Navy, senior officer, Pensacola Bay, to send the U. S. S. Winona into the Mississippi River.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, December 3, 1862.

SIR: Rear-Admiral D. G. Farragut has directed me to have the *Winona* sent into the Mississippi River. I have therefore to request

you to give Lieutenant-Commander Weaver orders to proceed with the *Winona* into Mississippi and report to Commodore H. W. Morris. If he should want any assistance, I will give him a consort as far as Pass à l'Outre.

Very respectfully,

H. H. BELL,
Commodore.

Captain R. B. HITCHCOCK,
Senior Officer, U. S. S. *Susquehanna*, Pensacola Bay, Fla.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regarding general matters.

FLAGSHIP HARTFORD,
New Orleans, December 4, 1862.

DEAR COMMODORE: It is difficult for me to keep up my correspondence with you, as the letters and other things that go by her appear to be so uncertain. I was glad to see that you were so prompt in going to the rescue of the blockader, although I do not believe the intention; still it carries probability on its face and looks as if Buchanan would try to pass the *Oreto* out in that way. I see by the papers that the *Montgomery* and *Blanche* affair is in a fair way of settlement. It also says that the *Montgomery* has captured the *California*, out of Mobile, which I presume is the *Caroline*. There is also talk of negotiations; also that they have had a battle at Fredericksburg and Lee defeated. All rumors through Secessia.

The mail arrived yesterday; but brought me no news except the pleasant information that Hitchcock is promoted to commodore, and William Smith is coming out to have charge of the yard at Pensacola. I see also that they are by ones and twos taking away my best officers from me. Febiger and Fairfax are said to be ordered home. If it is for their advantage and that of the country I have nothing to say, but if to gratify some other person's caprice I do complain. Mrs. F. is still in Hastings, but making arrangements to spend the winter in New York; has not seen Mrs. Bell lately; gives me no news, and the papers are barren. The army has changed its position to the Rappahannock instead of the Potomac, and the rumor here may have some truth in it that there has been a fight there. If the *Albatross* comes in to coal, send her and the *Winona* into the [Mississippi] River to report to me or the commanding officer. She will do well in the river; her men are not exposed, and she is fast. The *Winona*, I think, will not leak badly here.

7th.—*Winona* arrived last evening and is going up the river to-day. She only leaked 6 inches coming round, and they think the mud will soon make her all right. I saw by a letter from Fox to General Butler that they intend to send the ironclads down here in the course of the winter, but if they will give me 1,000 or 1,800 men I will take it with our ships easily enough, I think; and now is the propitious time to do it. Would that I was not hampered by this wish of theirs that I should not risk the ships. They appear to be anxious for us to keep the river open up to Red River. Port Hudson is reported stronger than Vicksburg. So soon as I get my mail I will take a look

at it. I have written to the bureau to send us more coal and vessels, not to exceed 400 tons, and some of light draft for Galveston, etc. You must have at least two months' coal at Pensacola and Ship Island. I can send it from here if it should be required, but I think more will arrive before it is needed. I am trying to get off a coal vessel to Captain Renshaw, for unless the *Tennessee* gave him some coal they must be hard run. Some troops will embark to-day for Galveston. I have an excellent pilot for Mobile. You can take him and use him to the best advantage. He is a Mr. Freeman.

I blotted my paper and had to cut off the half sheet, so excuse the informality of the letter. I only wish to keep you informed of all that is going on (which don't amount to much), but I expect to hear something by the mail. I think Captain Jenkins has force enough without you to keep the blockade, and I would therefore take a rest except when you think it necessary to be present. If I have occasion to strike either way, I will let you know by the indications of Butler's letter. It will be finest in the river. All depends upon getting the soldiers for Mobile. They must be nearly ready for Charleston, and then, I suppose, they will come along down the coast. Six are ready.

I shall direct Hitchcock to send an officer with the mail in the *Sykes* all the time.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding U. S. Forces off Mobile, etc.

Order of Commodore Bell, U. S. Navy, to Commander Emmons, U. S. Navy, commanding U. S. S. R. R. Cuyler, off Mobile Bay.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, December 5, 1862.

SIR: You will proceed in the U. S. S. R. R. *Cuyler* to Pensacola navy yard and fill with coal, and take on board three months' supplies of provisions, and return to the blockade at this place with dispatch.

Very respectfully,

H. H. BELL,
Commodore, Commanding Blockade off Mobile Bay.

Commander GEORGE F. EMMONS,
Commanding U. S. S. R. R. Cuyler, off Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the bursting of shells, supposed to be caused by defective fuzes.

FLAGSHIP HARTFORD,
New Orleans, December 5, 1862.

SIR: I have made every enquiry respecting the breaking of the guns on the *Essex* and can ascertain nothing new. The guns broke off and did not burst.

I would call your attention to another fact. We have had several men killed and wounded by the premature bursting of 24-pounder

howitzer shells. Lieutenant-Commander Buchanan reports to me that there is either a great defect in the shells themselves or in the fuzes. He is disposed to think that much was due to the fuzes, as in blowing a log to pieces with a 20-second fuze, the men had their clothes burned by the explosion before they could get away. In firing a 24-pounder howitzer from a vessel which was astern of another, the shell burst prematurely and one of the fragments struck a man on the advanced vessel in the back, killing him instantly.

On board another vessel, in firing over the deck, the shell burst as soon as it left the muzzle of the gun, killing and wounding two or three men on the forward part of the deck. I mention these facts in order that the Bureau may be able to find out and correct the defects, as the effects are most demoralizing. I believe it was the Bormann fuze that was used altogether, and I apprehend that the defect might have been in their construction.

All of which is respectfully submitted by
Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Captain JOHN A. DAHLGREN,
Chief of Bureau of Ordnance, Washington, D. C.

Report of Acting Master Hooper, U. S. Navy, commanding naval forces Sabine Pass, regarding expected attack of Confederates.

U. S. SCHOONER RACHEL SEAMAN,
Sabine Pass, Tex., December 5, 1862.

SIR: I have the honor to state that I have received positive information that the vessels under my command are to be attacked immediately by a strong rebel force, consisting of three steamers, aided by a land force with two heavy guns. I received the above information this morning from a Mr. McGuffe, a resident of Sabine [City], and who has always remained a devoted Union man, and I feel that I can place the utmost reliance on what he says. He also received information that he, with any other Union men now in Sabine [City], were to be arrested when the troops came down. The meditated attack is being made by order of General Magruder, who says that "Sabine Pass and the Rio Grande are to be kept open at all hazards." Since my arrival here, I have sent off several prizes, which has materially weakened my crew. I now have only 20 men to man the battery of this vessel, viz, two long 32-pounders and one 20-pounder Parrott rifle. I need at least 20 men more to man the guns. As I am now situated, I do not feel that I could make a successful defense, and I therefore respectfully apply for reinforcements.

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

QUINCY A. HOOPER,
Acting Master, U. S. Navy, Commanding Forces at Sabine Pass.

COMMANDING OFFICER U. S. NAVAL FORCES,
Galveston, Tex.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Fairfax, U. S. Navy, regarding the restriction of vessels with cargoes.

FLAGSHIP HARTFORD,
New Orleans, December 6, 1862.

SIR: Your communication of 3d instant has been received. You will be guided respecting river steamers by Captain M. Smith's order to Lieutenant-Commander Ransom, dated October 13, 1862, but will allow on no consideration whatever vessels with cargo in to pass Donaldsonville.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander D. M. FAIRFAX,
Commanding U. S. S. Cayuga, Mississippi River.

Expedition for the capture of the steamers Southern Merchant and Naniope, December 6-9, 1862.

Report of Lieutenant-Commander Buchanan, U. S. Navy, commanding U. S. S. Calhoun.

U. S. GUNBOAT CALHOUN,
Off Brashear City, December 10, 1862.

SIR: I have the honor to report that I started an expedition from this place on the 6th instant, the U. S. gunboat *Diana*, under command of Acting Master Goodwin, to capture some steamboats, which I had information were carrying sugar across from Lake Fausse Point to Chicot Pass and thence to Vicksburg. The *Diana* had with her a launch which I captured some time before, with a 12-pounder howitzer and 10 men from this vessel. The *Diana* returned this morning at 8 o'clock with two steamers, scow built, and one lighter, drawing about 18 inches water. Their names are *Southern Merchant* and *Naniope*. They are all loaded with sugar and molasses; the amount I am yet unable to state correctly, as we have not yet finished unloading, but I should guess there are 200 hogsheads of sugar and 50 barrels molasses.

I have sent the *Diana* to-night, with the *Southern Merchant*, to Indian Bend, with 100 soldiers from the Twenty-first Indiana Regiment, for the purpose of capturing the Confederate pickets stationed there.

To-morrow evening I shall start another expedition to Chicot Pass, to capture two steamboats that I have information of are coming from Vicksburg. Yesterday the *Estrella* went up the Atchafalaya for the purpose of obtaining beef cattle. While butchering the cattle, four sailors and one soldier obtained horses and started up the road for a ride. They were captured by the enemy's pickets. This evening they were returned under a flag of truce as paroled prisoners of war for exchange.

I also reported that I have seized the schooner *Orion*, of about 10 tons, belonging to Captain Kerr, on General Mouton's staff. One of the sailors captured by the enemy belongs to the *Pensacola*.

The success of the expedition is entirely due to the energy of Captain Goodwin.

I am, respectfully, your obedient servant,

THOS. MCK. BUCHANAN,
Lieutenant-Commander.

Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Extract from diary of Assistant Engineer Baird, U. S. Navy.

December 9—[U. S. S. *Diana*]. A master's mate named [Henry B.] Francis and myself, with some men who came from the *Mississippi* and *Calhoun*, went in two boats up to the neighborhood of a rebel fort called Butte-à-la-Roze, where a steamer (prize) was reported, and waited her return. We had interrogated the negroes, who gave us all the information we wanted. The current was swift, the *Southern Merchant* came swiftly down, and as soon as she got fairly round the point, we ran alongside. Everyone jumped on board save one keeper in each boat. Francis went to the wheel, armed. I went to the engine, put my hand on the throttle, and said, "Jerry Griffin, I'll take charge for the present," for I had learned his name from the contraband. Jerry said he was glad to see me, "old fellow," knew my face well, but could not call my name.

I did not return on board the *Diana*, but Jerry and I stood watch and watch until we reached Berwick Bay on the 10th of December. On the way down the Atchafalaya, and before we reached Grand Lake, we caught the *Naniope*.

The *Merchant* had on board 56 hogsheads of sugar, 4 of molasses, and a few bales of cotton. She had about a dozen shotguns, of which I selected one. The *Naniope* was nearly as heavily laden.

Captain Sanders commanded the *Merchant*. He was a Maine Yankee by birth, and by no means a reb; was yet not a pronounced Union man. Captain Deceur commanded the *Naniope*.

Report of Lieutenant-Commander Law, U. S. Navy, regarding Confederate vessels reported to be in the Sabine River.

U. S. S. CLIFTON,
At Sea, December 7, 1862.

SIR: In obedience to your orders, I proceeded to Sabine [Pass] and found much uneasiness on board the *Rachel Seaman*, in consequence of reports of the movements of the rebels. From sources to be relied upon I learned that the following-named steamers are in the Sabine and waters leading into that river: The *Josiah Bell*, fitted last summer to carry cotton to foreign ports, and lately much strengthened; she has two 64-pounder guns, said to be rifled. The *Uncle Ben*, a good, strong boat, and lately strengthened, one 64-pounder. The *Florida*, two 32-pounders. The *Roebuck*, *Hines*, and *Sunflower*, good boats, and easy, made to carry a battery; have no guns on board up to latest reports. A three-masted schooner with an XI-inch mortar. All these guns were brought from about Red River, and were supposed to be obtained by the influence of the rebel Major-General Magruder. The steamers are protected by cotton bales. Besides the vessels

named, there are several schooners, good and bad. The attack upon the *Seaman* by three steamers and the three-masted schooners was to be seconded by a land force of about 500 men with light fieldpieces. In consideration of the force, the impossibility of the *Seaman's* being able to cross the bar without a steamer, and only then when the tide is full, the very narrow waters she has for moving, the serious effect of her loss, and that the blockade would be almost as effective outside as in, I resolved and did move the *Seaman* over the bar. I much regretted doing so, but there seemed no other means at my command for taking a different course. I have directed the commanding officer off the *Sabine* to send in daily and keep a good lookout for the erection of batteries. From all I have heard the port of *Sabine* [City], as a point very useful to the rebels, is too much underrated by us. Within six months more than 150 tons of powder have been received at *Sabine*, and large quantities of other war stores. Major-General Magruder considers, or effects to consider, *Sabine* and the *Rio Grande* as the important points, saying that only light vessels can cross the bar and attack the batteries.

Very respectfully, your obedient servant,

R. L. LAW,
Lieutenant-Commander.

Commander W. B. RENSHAW,
Commanding Texas Blockade.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Fairfax, U. S. Navy, regarding the force required in the Mississippi River.

FLAGSHIP HARTFORD,
Off New Orleans, December 7, 1862.

SIR: I have to acknowledge the receipt of your communication of yesterday, in which you speak of the necessity of more vessels on the river.

I can not understand why a gunboat at *Plaquemine* will not be all-sufficient after the *Essex* is up at *Baton Rouge*, where she will be as soon as she can coal and get up there.

The *Itasca* will also be kept up the river, and I shall require one gunboat to be up at *Baton Rouge* with the *Essex*; and for them to be between *Port Hudson* and *Baton Rouge* all the time.

One gunboat at *Plaquemine* and two gunboats at *Donaldsonville*, the latter changing occasionally with the one at *Plaquemine* and the one at *Baton Rouge*.

This seems to me all the force that is required on the river at present. While the *Essex* lies at *Baton Rouge*, or above it, I see no prospect of the enemy's attempting to come down the river to attack *Donaldsonville*, and if they cross above to come down by land, you will have ample notice of it. With two gunboats at *Plaquemine* one would be sufficient at *Donaldsonville*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander D. M. FAIRFAX,
Cayuga.

*Expedition in search of Confederate schooner from Corpus Christi,
December 7, 1862.*

Report of Acting Master Johnson, U. S. Navy, commanding U. S. S. *Sachem*.

U. S. S. *SACHEM*,
Aransas Bay, Tex., December 8, 1862.

SIR: I beg leave to make the following report:

I caused to be captured on the night of the 6th instant, about 9 p. m., a small schooner and sloop loaded with salt, about 400 bushels, and three men belonging to Corpus Christi. I learned from them at once of an armed Confederate schooner having left Corpus Christi for the pass, for the alleged purpose of sounding the channel. I at once went on board of U. S. bark *Arthur* and reported the same to her commanding officer, Lieutenant T. F. Wade. It was thought best to send an expedition to capture her, the *Arthur* to proceed in advance to Corpus Christi Pass, while a boat expedition from the *Sachem* proceeded by way of Corpus Christi Bay. The *Arthur* accordingly got underway at 3 a. m. and boats from this vessel at 6 a. m., consisting of 18 men and two boats, in charge of Mr. A. H. Reynolds, acting ensign, and G. C. Dolliver, master's mate.

After proceeding about 28 miles, a schooner hove in sight, standing toward Corpus Christi. She at once changed her course and stood direct for Corpus Christi Pass, Mr. Reynolds and the expedition chasing her, and then about 5 miles astern. The chase was continued for 8 miles, and at 11 a. m., when within about 150 yards of the Pass, and then under a high bluff of land called Padre Island, being hard pressed by the boats, she was run ashore, officers and soldiers abandoning her, and took refuge behind said hills. As soon as our boats rounded the point of land, they were attacked by volleys of musketry from behind those hills, wounding Mr. Reynolds badly, and killing 2 of the *Sachem's* crew and wounding 2 more; also killing a man, a refugee from Corpus Christi, whom I asked as a favor to join the expedition.

Mr. Reynolds's party being within 30 yards of the enemy, was compelled to land his men opposite, on Mustang Island, where he could choose his distance, and there fought the enemy for one hour and a half, defending his boats. Receiving another wound in the meantime, and finding all hopes of assistance from the bark impossible, he was compelled to abandon his boats, bringing his wounded off with him, and making his retreat to this vessel by land to this bay, a distance of 30 miles, and arriving on board at 12, midnight.

I at once sent a boat on board the *Arthur* for her doctor, who came in and cared for the wounded. Mr. Reynolds is badly wounded, 1 man severely, and 1 slightly. It was ascertained that the rebels had considerable forces on Padre Island, besides the forces on the schooner. I can not say too much in favor of Mr. Reynolds in so ably conducting this expedition against such odds as were brought against him, and as a brave and very efficient officer. And Mr. Reynolds compliments Mr. Dolliver to me for rendering him very efficient service during the whole engagement, but especially after Mr. Reynolds having received the last but most severe wound, which I most cheerfully recommend for your consideration.

The names of the killed and wounded are: Mr. A. H. Reynolds, acting ensign, two wounds in right side, badly; Thomas Mollman, in

right arm, slightly; John Carey, landsman, in breast, etc., severely; William Nicholson, landsman, killed, shot through the head; Benjamin F. Cowen, landsman, killed, shot through the breast; Peter Baxter, a refugee from Corpus Christi, and a native of the city of Perth, Scotland, killed.

Very respectfully, your obedient servant,

AMOS JOHNSON,
Acting Master, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

P. S.—I wish to state, also, that all the arms were saved, excepting those of the killed and those belonging to John Carey, severely wounded.

Report of Captain Willke, C. S. Army.

CORPUS CHRISTI, TEX., *December 8, 1862.*

MAJOR: I have the honor to report that on the 5th instant myself, Captain John Ireland, and 7 of his men went on a surveying expedition in the *Queen of the Bay*, to ascertain the depth of the channel at Corpus Christi Pass by actual measurement. The boat was in charge of Jack Sands, Pat Reil, and Tom Simpson. Corpus Christi Pass is about 5 miles long, and has a bar outside of the Gulf and another inside one toward the bay. We found 5½ feet water on the former and 3½ feet on the latter. The wind was very contrary, and it took us one day and a half to ascertain these facts, when we were compelled to cast anchor and stay over night in the middle of the channel, the wind being due north and the channel too narrow to beat.

On the morning of the 7th we detected the bark *Arthur* outside, evidently cruising for us, for when they had detected us they stood off into sea to beat back to Aransas Pass. Captain Ireland and myself went to Mustang Island to watch her, but arrived [too] late at the Gulf shore to find out if she had left any boat behind. We watched her until 11 o'clock, when the wind turned toward the east, and we returned to the boat to weigh anchor.

At 12 o'clock we started homeward. When near the inner bar we detected two of the enemy's launches fully manned, who had come into our rear over the mud flats near Shell Bank. They were about 2 miles from us, and we could not find out if there were any more hidden behind the shore, so I gave orders to turn our boat around and run nearly before the wind back toward the Gulf. The boats were in hot pursuit, using both sails and oars, and gained slightly on us, so that they were a little over a mile behind us when we arrived at the bluffs of Padre Island. We ran the *Queen* ashore close to the hills, jumped out with the most necessary baggage in case we should lose the boat, and took position on the hills, keeping ourselves hid. They came in close, and at about 200 yards we opened fire on them. The first two shots disabled 2 of their men, and they at once changed their course and took position in the center of the Pass, all the while shooting at us, but without any effect, while our balls were flying close to their boats, probably wounding some of them, for they at once went across the channel to Mustang Island, ran both boats ashore, and jumped out as fast as they could, leaving everything in their boats except their guns, which

were not fastened to their bodies, and ran farther up the beach, taking position about 1,000 yards opposite to us. From there they fired occasionally on us, but their shot fell short, while one of our men at that distance killed one of theirs. When they saw that even at that distance they were not safe against our shot, they retired still farther and disappeared behind the hills. During the time the breeze had become stronger and driven their boats from shore. One came right toward us, and Captain Ireland, with 2 men, went waist deep into water, securing her. He found one dead body and a wounded man in it, besides a good many articles of clothing and arms. The other boat, whose sail was still flying, drifted toward the Gulf, and Jack Sands took a small boat, went over, and took her also. Captain Ireland then succeeded in shoving the *Queen* into deep water, and after securing the corpse of the man who lay shot on Mustang Island we soon afterwards made good our retreat toward Corpus Christi, where we safely landed about 9 o'clock in the evening with our whole booty.

I must mention here the bravery of all the men. Captain Ireland's men were selected from the best shots of his company, and I take pride in mentioning their names, for they did really such very good execution. They were W. E. Goodrich, W. Saffold, F. G. Roberts, S. N. Elliott, John Neill, John Haley, and Nat Henderson, all from or near Seguin. About Captain Ireland I need not mention anything to you, for he behaved exactly as you would have a brave man to behave. We were 7 armed men against their 22, for Captain Ireland and myself had only six-shooters and the three boatmen had nothing. The latter did their part in shouting and urging on our men.

We took 2 launches (one metallic) with full equipments in sail and oars, 6 greatcoats, 4 percussion muskets, 1 double-barrel shotgun, 3 holster pistols, 4 cutlasses, 1 bayonet, 3 cartridges boxes, 3 pistol cases, and sundry small articles, which I had turned over to the quartermaster and ordnance officer. Three of the greatcoats were issued by my order to the 3 sailors, 2 of whom have, since they are in the service, received neither pay nor clothing and scarcely any rations, for they belong to no company, and nobody has ever drawn for them. I believe I can direct the quartermaster to issue to them rations and pay them their wages, and let some of the captains draw their clothing for them. They are good sailors, and I wish to retain them in that branch for our boats. Have I a right to do that, or must they join a company? I would request you to send me an answer to that question.

I remain, very respectfully, your most obedient,

H. WILLKE,

Captain, Commanding Post.

Major E. F. GRAY,

Acting Assistant Adjutant-General.

Report of Rear-Admiral Farragut, U. S. Navy, referring to correspondence forwarded to the Department regarding trade with Texas.

No. 268.]

FLAGSHIP HARTFORD,
New Orleans, December 9, 1862.

SIR: I have to acknowledge the receipt of your communication of October 13, relative to the trade with Texas. In reply I respectfully

refer you to my dispatch No. 214,* and the correspondence therewith enclosed, also to the latter part of my dispatch No. 235.*

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Report of Rear-Admiral Farragut, U. S. Navy, relative to the raising of the U. S. S. Varuna.

FLAGSHIP HARTFORD,
New Orleans, December 9, 1862.

SIR: Your communications of October 17, 20, 24, and November 6 have been received.

In reply to that of October 24, I have to state that upon my arrival here I found that General Butler had authorized parties to raise the *Varuna*, dependent upon the will of the Navy Department as to what should be allowed them for the work if successful. As yet, however, they have not succeeded, but hope to do so in a short time. The contractors to whom you refer have never made their appearance unless they have made some agreement with A. J. Butler & Co., who are now apparently doing the work.

Respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

JOHN LENTHALL, Esq.,
Chief of Bureau of Construction, Navy Department, Washington.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Collector of Customs, New Orleans, regarding the operations of speculators trading with Matamoras.

FLAGSHIP HARTFORD,
New Orleans, December 10, 1862.

SIR: I regret to inform you that Lieutenant-Commander Read, of the U. S. S. *New London*, reported to me some days since that he found a schooner loading at the Basin on Lake Pontchartrain for Matamoras, and he received information that she was to run the blockade. Of this, I have very little doubt, as this class of vessels attempt it very frequently, and no doubt sometimes succeed. I directed him to keep a good lookout for her, and when she was ready for sea to examine her very strictly, and if he discovered anything wrong in her papers to seize her the moment she entered the lake, but if all her papers were right, to let her pass, and I would have other lookouts for her. He reported the papers all right and she sailed. He now informs me that he has good information that she ran down toward Fort Pike, changed her course, and made for Pontchatoula, the well-known depot of the Confederates, carrying a cargo of just such articles as are most required for the use of the rebel army, viz, salt, blankets, shoes, etc.

* See pp. 230, 291-295.

Now, sir, there must be a great difference in our understanding of the wishes of the Government on this subject of distressing the enemy. I feel it my duty to break up the salt works all along the coast, and have vessels employed for that purpose from here to St. Andrew's Bay and down to Matagorda, and with great success. I do all I can to prevent the enemy from receiving supplies of any kind, even via Matamoras, and capture all vessels off the coast of Texas bound to that port with salt and other articles contraband of war; and, in a word, harass the enemy in every way I can, while I find the custom-houses in the United States clearing vessels daily for Matamoras, thirty-one having been cleared at last advices from New York. This I believe to be the work of the enemy through the medium of men whose thirst for gain far outstrips their patriotism; for such I have no consideration, and I now give them fair warning through you; and I will inform the Government that I shall do all in my power to break up this unrighteous traffic by fraudulent clearances with the enemy's ports. I say fraudulent clearances, because I have every reason to believe that the shippers intend their cargoes for the enemy, and will, therefore, land them through the first unblockaded port they may chance to find. It is to these unscrupulous speculators that I call your attention, and I trust and believe that you will give me your assistance by ceasing to clear for Matamoras via the lake and by notifying me of any suspicious vessel that may be clearing from this port down the coast.

I am also informed by many that there is a constant running of contraband articles across the lake from the basin by small vessels that get passes for various purposes, but I hope soon to have vessels of war of such light draft in the lake as will enable me to break up effectually the trade and expose the operations of those ruthless speculators who are now dishonoring our cause by taking every possible advantage of "turning a dollar," even at the expense of our country's honor.

I shall at the earliest moment make known all the facts of this case to General Butler, in order that he may investigate it.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

GEORGE S. DENISON, Esq.,
Collector of Customs, New Orleans.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Adams, U. S. Navy, commanding U. S. S. John P. Jackson, to resume position near Grant's Pass.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, December 10, 1862.

SIR: Rejoin the *Hatteras* in the sound near Grant's Pass, holding your vessel ready for any service.

It will scarcely be necessary for both vessels to keep up steam, but of that yourself and Captain Blake must decide. It will be necessary to economize as much as possible in the use of your coal.

Deserters from gunboat *Morgan* state positively that no guns are on the island at Grant's Pass, and that piles are driven across the

entrance to both passes; but you will be vigilant and satisfy yourself, and keep me informed if any enterprise suggests itself in that direction.

Please bring up the assistant engineer from this ship who was sent to the machine shop at Ship Island.

Very respectfully,

H. H. BELL,

Commodore, Commanding Blockade off Mobile Bay.

Lieutenant-Commander H. A. ADAMS,

Commanding U. S. S. John P. Jackson, Ship Island.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Blake, U. S. Navy, commanding U. S. S. Hatteras, for an examination of the Passes, Mississippi Sound.

U. S. STEAM SLOOP BROOKLYN,
Off Mobile Bar, December 10, 1862.

SIR: I have ordered the *Jackson* to rejoin you near Grant's Pass, and to hold herself in readiness for any service.

It will be advisable to economize as much as possible in the use of fuel, but I shall leave you to judge of the necessity of both vessels keeping up steam at the same time.

Deserters from gunboat *Morgan* state that no guns are on the island at Grant's Pass, and that the passes are closed up with piles.

But I should like for you to make an examination of the passes yourself.

Very respectfully,

H. H. BELL,

Commodore, Commanding Blockade off Mobile Bay.

Lieutenant-Commander HOMER C. BLAKE,

Commanding U. S. S. Hatteras, Mississippi Sound.

Report of Acting Volunteer Lieutenant Cavendy, U. S. Navy, regarding the wreck of the army transport steamer Memnonium Sanford, December 10, 1862.

U. S. BARK GEMSBOK,
Key West, Fla., December 12, 1862.

SIR: I have the honor of reporting to you a statement connected with the loss of the army transport steamer *M. Sanford*, Captain Sanford, with the One hundred and fifty-sixth Regiment, New York Volunteers, being a part of Major-General Banks's expeditionary force.

At 5:30 a. m., the 10th instant, wind north, lying at anchor in Turtle Harbor, saw two steamers passing by, standing to the southward and westward. The *Sanford*, running close by Carysfort light a short time afterward, was observed to have run on the reef about 1½ miles to the southward of the light. She hoisted colors, union down.

I immediately sent launch and crew with hawser and anchor to her assistance in charge of an officer, got the ship ready to get underway to render her assistance, beat out between the reef of Turtle Harbor, and ran down to the stranded steamer,

At 1 p. m. came to anchor as close as possible, and dispatched to commanding officer of the steamer that I would lay by him and carry his passengers to Key West. A small sloop and schooner were alongside receiving troops, and transported them to this ship.

Several army transport steamers came up, gave no assistance, excepting one, which received one company on board and then left. During the day continued transporting troops. At 7 p. m. steamer *Blackstone* came up from Key West. I communicated with her. At my request anchored alongside. No troops sent away from steamer during the night; wind hauling to the eastward, and threatens a storm.

At daylight, the 11th instant, commenced receiving troops. The ship being full, the *Blackstone* took balance left on steamer. I took on board 500 officers and men. Weather squally, wind northeast. At noon got underway in tow of the *Blackstone* for *Key West*.

I ordered the two coal schooners remaining in Turtle Harbor to stand down inside the reefs as near as safe, and secure what Government property they could.

I can not account for the disaster to the steamer, as she had just passed Carysfort light, with daylight and fine weather. Large quantities of Government property was thrown overboard soon after the vessel struck, which could have been saved.

I will disembark the troops at this place, take in requisite provisions and water, and return to Turtle Harbor and exert myself to save what may be valuable in the steamer.

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

EDW. CAVENDY,
Acting Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to the Secretary of State, acknowledging copy of note from Lord Lyons regarding the detention of British vessels at Port Sabine.

NAVY DEPARTMENT, December 11, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 3d instant, enclosing copy of a note from Lord Lyons and its accompaniment, in reference to four British schooners that were at Port Sabine when the fort commanding the entrance to the river was taken possession of by the United States forces in September last, and which he thinks should be permitted to go to sea with their cargoes.

It is not stated in Lord Lyons' note that the steamers referred to have been captured by our blockading vessels, nor has the Department received any information to that effect. But from the statements in the communication of the British consul at Galveston it would appear that they have entered the Sabine River since the institution of the blockade of the Southern States, having been registered at foreign ports in June last, and are therefore liable to seizure for a violation of the blockade.

Under the circumstances, they can not be permitted to depart with or without their cargoes, and, if they attempt it, must do so at their own risk. If they have been or should be seized they have redress,

if entitled to it, in the prize courts to which they will be sent for adjudication:

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

HON. WM. H. SEWARD,
Secretary of State.

Instructions from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding matters pertaining to the conduct of his command.

NAVY DEPARTMENT, *December 12, 1862.*

SIR: With so large a squadron under your command, and the varied interests to be looked after, the Department considers it necessary that you should have an experienced staff around you. Accordingly, I transmit herewith instructions to you relative to the appointment of a fleet engineer and a fleet paymaster. They will devote their whole time to systematizing their respective departments. You will also appoint your most systematic captain in the squadron captain of the fleet. A commodore has been ordered to Pensacola to take command of the yard there.

The Department would call your attention to the importance of communicating promptly to the vessels engaged in the blockade the information sent to you from time to time concerning vessels fitting out to run the blockade, and also the circulars and general orders sent to you for distribution in the squadron. Commander Preble complains of never having received any circulars, etc., in reference to the blockade or the preparation of vessels to run it. Such information sent to the North Atlantic Blockading Squadron has been printed and distributed to the vessels on blockade duty. The inclosed specimens will give you an idea of it. As you now have a printing press, and doubtless printers among your crew, it will be in your power to adopt a similar practice. You can appoint or detail an ensign (acting) to assist your secretary in clerical duties. All general orders and circulars and information of suspicious vessels should be communicated to the vessels of the squadron at the earliest practicable moment.

Be careful also to forward to the Department regularly the returns relative to the stations of your vessels, which the Department has asked for.

It is impossible at present to reinforce your squadron with men, owing to the number of vessels fitting out. Contrabands must be made available.

Officers in the squadron unable from sickness to perform their duty should be surveyed and sent home.

The Department would impress upon you the importance of watching Mobile carefully, and of having a sufficient force there to insure the blockade and repel any attack. It is the most important point in the Gulf, and should have before it one of the best officers of the squadron as senior in command.

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

REAR-ADMIRAL D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Pensacola.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Renshaw, U. S. Navy, commanding off Galveston, regarding the holding of that place.

Flagship HARTFORD,
Off New Orleans, December 12, 1862.

SIR: I have to acknowledge the receipt of your communications of December 7 and 8, and in reply I have to say that their contents have given me great pain.

Notwithstanding the loss of the *Kittatinny's* boat, Captain Kittredge and crew, the *Owasco's* boat, officers and crew, I am now informed of the loss of the *Janes's* boat with 9 or 10 of the best men and one of her officers, leaving her almost destitute of officers and men.

There must be some flagrant neglect on the part of these officers, and I shall certainly investigate their conduct as soon as an opportunity offers. But this is not the most mortifying part. After the capture of nearly the whole coast of Texas in a manner which did credit to yourself and all concerned, I am now told that these ports must be abandoned, and two have already been and Galveston about to be, as you see no reason why you should not be driven out even should the steamers not prove strong enough.

I can see no reason why we can't be made to withdraw, for beyond a doubt they have two 84-pounders (I at first thought them 64-pounder rifles) of greater range than any guns we have.

Has it come to this, that four gunboats, armed with 8, 9, and 11 inch guns, are to be driven out of a harbor by the report of some "reliable person" that preparations are making to drive them out of the harbor? Are you willing, captain, that I should make such a statement to the honorable Secretary—that we have abandoned the ports of Texas because of reports that they were making preparations to drive us out? I trust not. The gunboats must hold Galveston until the army arrives, and I have no doubt when you are attacked you will make a defense that will do credit to the Navy as well as to yourselves. The bursting of one gun can not disable your whole force. There is not another 100-pounder in the whole squadron that I know of, and there is not a fort that we have to encounter that does not possess them, but as soon as I have a rifle gun to spare I will send it to you, but I do not think it essential to your safety. I shall send down and reoccupy the ports you have abandoned and keep the vessels inside until they are driven out by force. As to your remarks about General Banks's army taking so long to arrive, I had made no calculations on his army. General Butler had all the troops ready to embark, and but for accidental cause would have been there by this time. I have sent two small loads of coal to you, and by the *Tennessee* I send you some clothing and small stores, but you should have sent requisitions for such articles as you required, as we are at a loss to know what articles or quantities to send.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander WM. B. RENSHAW,
Commanding U. S. Naval Forces off Galveston.

Detailed report of Commodore Hitchcock, U. S. Navy, commanding U. S. S. Susquehanna, regarding affairs at Pensacola from December 11 to 20, 1862.

U. S. S. SUSQUEHANNA,
Pensacola, December 12, 1862.

SIR: December 11 *Albatross* left for New Orleans. December 11 *Cuyler* left for Mobile.

Inclosed is a report of a cruise of the schooner *Caroline* to the eastern pass.

All but one of the boilermakers went to Ship Island to work on the *Tennessee*. The one that remained here has had trouble with his wife and will leave. He has not been at work for a week. It will require orders from you to get the men from Ship Island. We have the men from the engineer's department of this ship at work on the stack of the *Tennessee*, and could employ those at Ship Island if you wish it.

We are hard put to it to find copper or anything to put on the ridge of the large storehouse. The old copper has too many holes in it. In fact, all that is worth much has been used.

We are putting the rigging and sails sent from the river in the *Kuhn* into the storehouse. They are in bad condition.

The ordnance that was in the *Burnside* is nearly all in the *Nightingale*. The *Kuhn* I hope to get off from the yard Monday morning and commence filling her with provisions, etc.

The *Nightingale's* decks will have to be calked. Will do it next week.

I am at work filling up and leveling off the wharf for coal and trying to clear out the dock. Have taken out one gun and carriage and am at work at the railroad iron in hopes to get the large lighters. It is slow work. We want laborers in the yard very much.

We have to give out the provisions and clothing to the workmen in the yard, as we have no money to pay them. Money will have to be had soon or we will come to a "deadlock."

We have picked up a lot of good timber on the shores of the bay, opposite Pensacola, and taken it to the yard.

General Dow has just informed me that he has discovered some copper which was buried by the rebels. I have sent to secure it.

For the first time since you left us we are without any men-of-war in port, except the regular "deadheads."

There are some men belonging to the mortar vessels whose time has expired long since and have not been sent home because they had not their accounts. They now wish to go, even without them. Can they do so?

Is there any regulation to prevent shipping a contraband? We have a man who came off from Charleston, S. C., a seaman, who I am very anxious to advance.

December 13.—*Pocahontas* and *Brooklyn* arrived to-day from Mobile. The boiler of the *Brooklyn* requires some repairs, which the commodore thinks will take three or four days.

December 14.—*Pembina* arrived from Mobile, and *J. Trucks*, coal ship, from Ship Island.

Has the box of fuzes which came by the *Fulton* to New Orleans been found?

Brig *Bohio* arrived on the 13th.

I am informed that four or six boats were left at Ship Island some months since.

December 15.—Storeship *Supply* arrived from New York with provisions and small stores. She made Mobile instead of this place; ran into the *Oneida*; did a little damage to each vessel. Commodore Bell, I suppose, will report, as it was reported to him.

I have just received your letter of December 8, from the Pensacola office. By my order, Captain McDermut went to the office on the arrival of the *Sykes* for the letters. If the *Sykes* comes here again I will send an officer in her, as you direct.

I am very sorry you did not carry out your intention of coming here. I have a nice room and bed, with very little to eat, all of which I should be delighted for you to make use of.

From reports it seems the "great battle" did not come off. General Meigs did not send the rubber bags to make the bridge.

I am doing all I can (without working nights) to get the storeships discharged.

The *Nightingale* and *Sportsman* will be full of ordnance stores. *Kuhn* will not hold all the provisions and small stores now here, but I will get all I can into her.

The *Supply* is ordered to report to you and take your orders. I see that the Department wishes you to put all stores into Government vessels. Will that make the *Potomac* a storeship?

I do not know as we will even get the storehouse done, or the *Rosalie*, for it takes all the workmen to repair the vessels that come only for coal.

A few days since I found a notice posted in the navy yard (printed), "By command of General Dow." I have addressed a note to General Dow, asking (in respectful terms) if he intends to collect fees of our store vessels. Enclosed is the "Notice."

Is the pilotage to be paid by the Government on the storeships? Those ships which have been ordered by you from the first port of arrival claim it.

Will you please give orders in relation to the brig *Bohio*?

If men can not be had for the *Anderson*, how would it do to make her a storeship? She is a fine ship, but idle.

The cattle at the navy yard, I am told, are for the hospital department. They require food. I have endeavored to get hay from the army. General Dow promises it when it arrives. I hope they may not die in the meantime. The grass in the yard is all they have to eat.

December 17.—*Pocahontas* left for Mobile. Put a 1,600-pound anchor from the *Nightingale* on board of her, the *Pocahontas* having lost her anchors.

There is a steam lathe and some bar iron about 12 miles from Pensacola, accessible by water. I am trying to get up an expedition to reach it. If we only had a tugboat, it could be done easily. I believe the machinery belongs to Judge Wright, who is at Fort Pickens.

The work in the yard requires a more capable man than Mr. [Thomas] Manning to take charge of it. Could not Carpenter John Southwick, who, by the register, is at the receiving ship, Boston, be had? He would be just the man you want to fill such a place. The demand seems to increase every day for work to be done at the yard.

Two dozen padlocks, for storehouse, etc., are required. Not one to be had in the squadron.

December 18.—*Kennebec* arrived from Mobile; requires calking outside. It will take one week. The *Kennebec* reports the *Pinola* gone to Ship Island for slight repairs on boilers. Light-house schooner *Florida* arrived.

December 20.—Your orders of the 15th and 16th instant are received. I will do the best I can with this ship in relation to the blockade. Since you left we find the piston of the broken cylinder bent, so that it will not be safe to use the starboard cylinder; still, we can do something. I will try her anyhow. If she breaks down, tow her back.

I think it has escaped you to give me orders in relation to the *Rosina Pinto*, the prize sent here by Commodore Bell, which I mentioned to you in my letter of December 5.

Have orders been sent to the *Kensington* at Ship Island? I directed the captain to report to you when the repairs were done.

We have the storehouse shut in enough to use it (if you will send locks for the doors). Will it not be best to put the provisions from the ships into it, so that we can discharge them? We now have on hand *David Faust*, to go to Ship Island; *Holcombe*, discharging into *Nightingale*. My *Rover* has discharged into *Kuhn*; *Trojan* discharging into *Kuhn*; *Villa Franca* will fill *Kuhn*. *Kleber*, *Young Turk*, and *William L. Spriggs* to be discharged. *John Trucks* (coal ship), *Brooklyn* finished taking coal from her this evening. She will go to the wharf Monday morning.

Very respectfully, your obedient servant,

R. B. HITCHCOCK.

Rear-Admiral D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron.

Report of Commodore Bell, U. S. Navy, regarding affairs on the blockade of Mobile Bay.

U. S. STEAM SLOOP BROOKLYN,
Pensacola Bay, December 13, 1862.

SIR: In consequence of leaks in my boilers I left Captain Jenkins to conduct the blockade of Mobile Bay on the 12th, and came to Pensacola to make the necessary repairs upon them, which I hope to accomplish by the 17th, having the *Brooklyn* ready for service.

The vessels left off Mobile bar under the command of Captain Jenkins were the *Oneida*, *R. R. Cuyler*, *Montgomery*, *Kennebec*, *Kanawha*, *Aroostook*, *Pinola*, and *Pembina*, and the *Hatteras* and *Jackson* in the sound, which I consider adequate for that service.

The morning I left the bar Commander Febiger reported that the rebels had brought something like a floating battery to Grant's Pass, and that tents were pitched on the island there.

I sent Lieutenant-Commander Blake orders to drive them off with the *Hatteras* and *Jackson*, and not permit defenses to be established there.

Each of those vessels having a rifle gun, I think they should effectu-

ally command that pass, supposing that they can approach the eastern extreme within 2 miles.

The *Pocahontas* is at Pensacola, coaling.

I am, very respectfully, your obedient servant,

H. H. BELL,

Commodore and Senior Officer.

Rear-Admiral D. G. FARRAGUT,

Comdg. Western Gulf Blockading Squadron, New Orleans, La.

Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Katahdin, regarding an engagement with the enemy at Manchac Bend.

U. S. S. KATAHDIN,

Above Donaldsonville, La., December 14, 1862.

SIR: I have to report that while this vessel was passing Manchac Bend yesterday, in company with the *Kineo*, she received several volleys of rifle balls from troops in ambush behind the levee, as had also the *Kineo*. When at Baton Rouge I observed horsemen galloping down the road to Manchac for this purpose.

I am happy to report that no one was hurt, though the volleys passed fore and aft the vessel. The enemy were thoroughly shelled.

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

F. A. ROE,

Lieutenant-Commander.

Commander D. McN. FAIRFAX,

U. S. S. Cayuga, Donaldsonville.

Report of Lieutenant-Commander Weaver, U. S. Navy, commanding U. S. S. Winona, regarding an engagement with Confederate battery off Profit Island.

U. S. GUNBOAT WINONA,

Mississippi River, December 14, 1862.

SIR: I have to report that while this vessel was at anchor near the *Essex*, off the upper end of Profit Island, just at early daylight, a rebel battery of fieldpieces opened fire on her. We at once returned their fire with grape, canister, and shrapnel, but they had taken up such a position during the night without being observed that they were enabled to rake the vessel repeatedly without our being able to return an effective fire. I attempted to heave up the anchor, only having a short scope of chain out, but the enemy's fire was so heavy and well directed that I was obliged to slip the chain. We steamed up toward the *Essex*, and in doing so the pilots ran the vessel aground, but fortunately we backed off and made fast to the starboard side of the *Essex*, when both vessels backed down the river. During the engagement this vessel was struck twenty-seven times in the hull, spars, and rigging, many of the shot cutting her up badly. The enemy not noticing the *Essex*, directed his whole fire at us.

I regret to say that Acting Master's Mate David Vincent was mortally wounded, and has since died. On my way down the river, when just below Profit Island, a battalion of infantry opened fire on us from the east bank, to which we replied with grape, canister, and shrapnel, but owing to the protection the levee afforded them, with very little effect, although our firing was rapid and well directed.

During the engagements we expended 62 rounds of grape, canister, and shrapnel.

In conclusion, I have to state that during the fight the officers and men exhibited that coolness, courage, and zeal which I have every reason to expect from them.

Very respectfully, your obedient servant,

A. W. WEAVER,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, announcing the arrival of Major-General Banks, U. S. Army, to supersede Major-General Butler, U. S. Army.

FLAGSHIP HARTFORD,
New Orleans, December 15, 1862.

DEAR COMMODORE: I have to announce to you the arrival of General Banks with a force of 20,000 or 30,000 to operate on the river, Galveston, and Mobile, in the order named. Therefore, so soon as your repairs are made, come round and leave the blockade to Commodore Hitchcock, Captain Jenkins, etc. I hear that Porter is knocking at the upper door at Vicksburg, and we must go to work at the lower door, Port Hudson. Butler is relieved by Banks. He says he has been sacrificed to the French Government, but I think he has been sacrificed to his friends and his enemies. One has done him as much harm as the other. If the supply steamer has arrived, let Commodore Hitchcock have \$30,000 for the use of the vessels and Ship Island, and send me the remainder. I shall send up a vessel to Baton Rouge to-night with the troops to take possession of that place again as the basis of operations. I am not afraid of those fellows taking the wind out of our sails.

I have not received a line from the Department, and I have been expecting a document for at least two or three weeks. It is some time since I had a letter from home, but expect one by some of these vessels.

I send an order to Lieutenant Madigan to give the steamers belonging to General Banks coal to last them to this place, and I will let them get coal at Key West on their way home. I shall send down stores and clothing to Galveston, and the troops will go to-day or to-morrow.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding U. S. Forces, Pensacola and Mobile.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commander Renshaw, U. S. Navy, referring to affairs in Texas.

FLAGSHIP HARTFORD,
Off New Orleans, December 15, 1862.

SIR: General Banks has arrived, and will send down 1,000 or 2,000 men immediately to occupy Galveston, and a sufficient number of

muskets for the refugees on the island. So soon as all is made secure, send Lieutenant-Commander Law up to take the vessel into Sabine again, and order the other vessel over the bar at Matagorda.

We must hold the ports of Texas until driven out by actual force. I have a 50-pounder rifle gun which I will send to you as soon as I can get it mounted. I am going up the river with all the force I can collect here, and may be absent for some time. So soon as the supply steamer arrives I will send your relief down and you can, in compliance with your request, return to the north.

Very respectfully,

D. G. FARRAGUT.

Commander WM. B. RENSRAW,
Commanding U. S. Naval Forces on Coast of Texas.

Order of Rear-Admiral Farragut, U. S. Navy; to Commodore Hitchcock, U. S. Navy, in view of the temporary withdrawal of the U. S. S. Brooklyn from the Mobile blockade.

FLAGSHIP HARTFORD,
Off New Orleans, December 15, 1862.

DEAR COMMODORE: You will have to make arrangements to look out for the blockade off Mobile, as I shall have to withdraw the *Brooklyn* temporarily for service in the river, and you will therefore have to take the blockade whenever you deem your presence necessary. You must anchor your ship and only use your steam when compelled to do so. It will only be necessary to keep the blockade. I am informed by the consul at Havana that the *Cuba* is the only remaining steamer they have cruising to this coast. He says their losses have been so heavy that they have abandoned the idea of running large steamers and have purchased small vessels by way of dividing the risk. Therefore, I think we can use them up by keeping the *Montgomery* and *Hatteras* cruising about 15 or 20 miles off the coast a little to the southward and eastward of Mobile.

Yours, truly,

D. G. FARRAGUT,
Rear-Admiral.

Commodore R. B. HITCHCOCK,
Pensacola.

Report of Acting Master Browne, U. S. Navy, commanding U. S. brig Bohio, relative to salt works in St. Andrew's Bay and Bear Creek.

U. S. BRIG BOHIO,
Pensacola Bay, December 15, 1862.

SIR: Considering it my duty to report at once any information of value regarding or connected with the enemy, I beg respectfully to state, from information derived from reliable sources and from my own personal knowledge and that of several of the officers attached to this vessel, there are yet remaining in St. Andrew's Bay and vicinity, more particularly in Bear Creek, numerous salt works in full blast, and more than 2,000 men engaged therein. And, in my belief, there

are several large Government establishments up said creek, defended by a guerrilla cavalry company of 120 men and an infantry company of 80.

We made but two attempts to destroy salt works in this bay, and at the first one succeeded in destroying an immense number of kettles, salt, etc., but the last one amounts to nothing. It was universally acknowledged by all the men we saw that salt was worth \$50 per bushel at the place of manufacture, \$60 per bushel in the country, and \$1 per pound at retail; and by breaking up these works the Confederate Government was injured more than by the loss of a great battle.

In conclusion, I will state that an expedition to destroy these salt works will meet with a glorious result, providing it is properly managed; and with the knowledge I already possess of the place, I feel sure I could render good service to my country, if you would be so kind as to intrust to me such an expedition.

I remain, very respectfully, your obedient servant,
 GEO. W. BROWNE,
Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, in view of a shortage of men for the vessels in the Mississippi River.

FLAGSHIP HARTFORD,
 New Orleans, December 16, 1862.

DEAR COMMODORE: Bring with you 100 men from the *Potomac*, in order to supply deficiencies in the vessels in the river.

Very truly and respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding Blockading Force.

[Endorsement.]

Ordered 20 to assist in navigating the *Kuhn* to New Orleans, that store vessel being without men, except contrabands.

The other 80 men will go in the *Brooklyn*.

H. H. BELL.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regarding arrangements at Pensacola.

FLAGSHIP HARTFORD,
 New Orleans, December 16, 1862.

DEAR COMMODORE: Transfer to the *Potomac* as much ammunition and such ordnance stores as you consider will be necessary for the blockading forces, and then let the mortar boats take in their shells from the yard, as many as they can carry conveniently. Send the ordnance ship *Sportsman* and the mortar boats around here to this place. Keep Mr. Starrett in charge of the ordnance on board the

Sportsman. Let Mr. Bassett divide the store vessels, putting on board the *Kuhn* as much as she can bring over the bar of assorted provisions, small stores, and clothing, for the use of the fleet up the river. Do the same by the *Kensington* as soon as she is ready. Have these arrangements made as soon as possible, although I fear it will take the soldiers some time to get ready to attend to Port Hudson, the troops are so raw; but I wish to be ready to carry out the instructions on my part. The troops have gone up to reoccupy Baton Rouge. I shall not leave here until I see all the preparations in a fair way. I hope also to receive my orders from the Navy Department. I hear nothing as yet of the supply vessel and my mail.

Assist me all you can while you are at Pensacola, and then turn things over to Commodore Hitchcock to do the rest. I know he will carry out the unfinished work. I wish I could get his ship either into the river or Mobile Bay.

Very respectfully and truly,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Senior Naval Officer Present, Pensacola Bay.

Report of Lieutenant-Commander Franklin, U. S. Navy, commanding U. S. S. Aroostook, regarding a strange sail seen off Mobile.

U. S. GUNBOAT AROOSTOOK,
Off Mobile, December 16, 1862.

SIR: I have the honor to report that about 9 p. m. last night it was reported to me that a vessel was passing to sea from the northward. Not being able to satisfy myself with the glasses that such was the case, I hesitated to take action in the matter, but feeling that it was possible the *Oreto* might be taking advantage of the night, which was favorable for her passing out, I made private signal, Coston No. 2, fired a gun, hoisted my light, slipped, ran down for the *Oneida*, where you ordered me to chase to the southward. At the time the report was made to me we were heading N. W. by W. The bearing of the *Montgomery*, taken before dark, was W. by N.; the strange sail was reported as seen first on the port bow, which was about the bearing of the *Montgomery*. The wind shifted about this time, and the atmosphere lighting up, it may be that she was the vessel seen, though the persons who reported having seen strange sail are very positive. After the report was made Acting Master Hoyt went to the bridge with his glasses, took a good look round; saw nothing. He is of the opinion they saw the *Montgomery*.

I am, respectfully, your obedient servant,

S. R. FRANKLIN,
Lieutenant-Commander.

Captain THORNTON A. JENKINS,
Senior Officer Blockading Forces off Mobile.

[Endorsement.]

Deserters, four in number, picked up on Friday the 19th instant, state that the *Oreto* is still below Dog Fish Bar [Dog River Bar?].

T. A. JENKINS.

Report of Captain Jenkins, U. S. Navy, senior officer off Mobile, regarding the beaching and burning of a blockade runner.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, December 17, 1862.

SIR: At about 9 p. m. on Monday night last, the 15th instant, when it was blowing quite a gale from the northward and westward, the alarm was given that a vessel was running out. The *Aroostook* made the signal and fired a gun.

The wind having suddenly shifted from W. S. W. to N. N. W., the atmosphere equally suddenly becoming clear, enabling us to see the *Montgomery* to the westward, the *Cuyler* to the eastward, as well as the *Aroostook*, and all who supposed they saw a vessel moving came to the conclusion very soon that it was the *Montgomery*, which suddenly appeared, as the vessel swung with the rapid change of the wind. All agreed, too, as to the bearing which was found to be that of the *Montgomery*. The *Aroostook* ran off, however, by my order, and remained abreast during the remainder of the night.

At daylight the next morning a schooner was discovered lying broadside on the shoals to the eastward of the northern point of Sand Island, head toward Fort Morgan, and a few minutes after, smoke was seen issuing from the vessel.

A gun was fired from Fort Morgan in the direction of the schooner, the projectile falling short, before any indications of fire were seen. In a very short time the vessel was enveloped in flames, and it continued to burn during the day and succeeding night. Pieces of burned cotton floated out, giving positive evidence that it was a cotton-laden vessel which had attempted to run out through the main channel, and seeing or fancying that it was seen by the blockading vessels at the time the alarm was given, I imagine attempted to wear around to try to run back in through the Swash Channel, when, either from the shift of wind, its force, or by mistaking the channel, she was run on the shoals, and finding herself out of the range of the guns at Fort Morgan, she was set on fire and abandoned.

The position of the vessel indicated that as being the probable circumstances.

Although the vessel and cargo were lost as a prize, it is gratifying to to know that the rebels have lost her.

The rebels have been quite active during the darkest periods of the nights (during the late bad weather) with their lights, but all indicating, so far as I could ascertain their signification, that it was dangerous to approach or to attempt to run the blockade.

Since the northeasterly winds set in again, the two steamers have been apparently busily employed driving piles at their old station.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer.

Commodore H. H. BELL, U. S. Navy,
Commanding, Pensacola Bay.

Report of Captain Jenkins, U. S. Navy, senior officer off Mobile, regarding annoyance given by tenders, transports, etc.

U. S. STEAM SLOOP ONEIDA,
Off Mobile Entrance, December 17, 1862.

SIR: At an early hour this morning Lieutenant-Commander Russell, of the *Kennebec*, made signal that a strange sail was seen to the eastward, and promptly gave chase.

The vessel made every effort to escape, notwithstanding three or four shots were fired, and did not cease her efforts until the *Pocahontas* was seen approaching.

This vessel proved to be a Light-House Board tender. The person in charge admitted that he had been warned to keep out of sight of the blockading vessels, but had no excuse to offer for his misconduct in endeavoring to escape from the *Kennebec*.

Our vessels, transports, army tenders, and light-house tenders seem disposed to give all the annoyance and trouble they can to our blockading vessels, causing a large amount of costly ammunition to be expended needlessly.

As this light-house tender has gone to Pensacola, and deeming it important that such flagrant acts of impropriety should be noticed, I call your particular attention to this case, to enable you to call the master of that vessel (who is an employee of the Government) to a rigid account.

This vessel has doubtless been sent to this coast to refloat buoys and other aids to navigation, in consequence of a report I made immediately on my arrival on this station, and the Light-House Board must have changed its character entirely since I left it if such acts as the one referred to are tolerated by it now.

It was only a few nights since that the *Saxon*, an army transport with troops bound to Ship Island, passed between the *Oneida* and *Cwyler*, and in closer proximity to the *Montgomery*, before she could be brought to.

The person in charge said he was running the coast down in 7 fathoms of water. Had it not been for our vessels he must have run on the Sand Island Shoals and probably been wrecked.

Very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer.

Commodore H. H. BELL, U. S. Navy,
Commanding at Pensacola Bay.

Occupation of Baton Rouge by joint forces, December 17, 1862.

Order of Bear-Admiral Farragut, U. S. Navy, to Commander Alden, U. S. Navy, to convoy army forces.

FLAGSHIP HARTFORD,
Off New Orleans, December 15, 1862.

SIR: You will proceed up the river to Baton Rouge in convoy of the United States troops under the command of Brigadier-General Grover and cover their landing at that city.

As the senior officer you will use your own judgment in the distribu-

tion of the several gunboats now on the river between Baton Rouge and this place.

The *Albatross* will accompany you.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Commander JAMES ALDEN,

Commanding U. S. Naval Forces, Baton Rouge.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of Commander Alden, commanding naval force.

No. 272.]

FLAGSHIP HARTFORD,

New Orleans, December 19, 1862.

SIR: I have the honor to inform the Department that on the arrival of General Banks with his troops, I recommended to him the occupation of Baton Rouge. He approved of the move, and ordered his transports to proceed directly to that city. I ordered Commander James Alden, in the *Richmond*, with two gunboats, to accompany them and cover the landing. Enclosed is Commander Alden's report.

Baton Rouge is only 12 or 15 miles from Port Hudson, and is therefore a fine base of operations. I am ready to attack the latter place and support General Banks the moment he desires to move against it.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure.]

U. S. S. RICHMOND,

Off Baton Rouge, December 17, 1862.

SIR: I have the honor to report that we started in company with the *Albatross* early in the morning of yesterday, in accordance with your orders. The convoy overhauled us at Plaquemine, some 15 miles below this place, where we were joined by the *Cayuga*, *Katahdin*, and *Winona*, making in all fifteen steamers. Arriving safely at this place early in the morning, a landing was effected without difficulty, the enemy leaving at our approach. In the absence of any facilities for landing, such as wharf boat or anything of the kind, I directed Commander Caldwell to lay his vessel, the *Essex*, alongside the bank, which answered a very good purpose, and with that arrangement and the boats of the squadron 4,000 troops were landed in about so many hours, without accident. As the artillerymen of the expedition had not arrived, I have, at the request of the commanding general, sent on shore for temporary service some 40 men of the squadron, under Lieutenant Terry, of this vessel, to work their guns.

The *Albatross*, Lieutenant-Commander Hart, will be the bearer of this, as well as dispatches to General Banks from General Grover. I have directed him to return here as soon as possible.

Very respectfully, your obedient servant,

JAMES ALDEN,

Commander, Commanding U. S. Naval Forces off Baton Rouge, La.

Admiral FARRAGUT,

Commanding Western Gulf Blockading Fleet, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Alden, U. S. Navy, commanding naval forces.

FLAGSHIP HARTFORD,
New Orleans, December 20, 1862.

SIR: I have received your dispatch relative to the landing of the troops at Baton Rouge and have forwarded it to the honorable Secretary. I congratulate you that everything went off so well.

The *Itasca* has been repaired and will carry this communication. I may have to retain the *Albatross* and send her to Pensacola.

Discharge the coal vessel as soon as you can put the coal on board the war steamers.

Everything is going rapidly forward.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander JAMES ALDEN,
Commanding U. S. Naval Forces, Baton Rouge.

Report of Brigadier-General Grover, U. S. Army.

HEADQUARTERS,
Baton Rouge, La., December 17, 1862.

SIR: I have the honor to report that I reached this point at day-break to-day, upon which the enemy (probably 500 strong) immediately evacuated the town. * * * We have no adequate means of debarking our batteries, but I hope to be able to have four pieces in position to-night. Captain Alden, commanding the *Richmond*, has kindly furnished me with details to work the guns. I consider it at least prudent that every exertion be made to increase the force here as soon as possible.

I am greatly indebted to Captain Alden, commanding the fleet, for his efficient cooperation in making our landing. A few shells were dropped around our position by the gunboats previous to landing. My infantry did not fire a gun.

* * * * *

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

C. GROVER,
Brigadier-General of Volunteers.

ASSISTANT ADJUTANT-GENERAL,
Headquarters, Banks's Expedition.

[Telegram.]

PORT HUDSON, December 17, 1862.

Fourteen gunboats and sloops are at Baton Rouge this morning. The *Essex* has started up.

WM. N. R. BEALL,
Brigadier-General, Commanding.

Lieutenant-General PEMBERTON.

Extract from report of Major-General Banks, U. S. Army, commanding Department of the Gulf.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
New Orleans, December 18, 1863 [1862].

SIR: My command reached this port Sunday evening, 14th instant, after a voyage of ten days.

* * * * *

The steamer *M. Sanford* was reported lost, with all her crew and passengers. It was, however, a false report. She struck upon a Florida reef but got off again without loss. * * *

I delivered your letter to Admiral Farragut Monday, the 15th instant, the morning after my arrival. He was much gratified to receive it and promised a hearty and cordial cooperation. He is earnest for work and full of enthusiasm. I was delighted with him and feel assured that we shall act together without difficulty. I did not advise the expedition intrusted to me, and it is, therefore, with greater pleasure that I can say I think it the best movement the Government could enter upon at this season. The indications of the campaign are far more auspicious than I could have hoped.

* * * * *

I have the honor to be, with much respect, your obedient servant,
N. P. BANKS,
Major-General, Commanding.

PRESIDENT OF THE UNITED STATES.

Extract from report of Major-General Banks, U. S. Army, commanding Department of the Gulf.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, December 18, 1862.

GENERAL: Sailing from New York Thursday, the 4th of December, I reached this port on Sunday evening, the 14th of December, after a passage of ten days.

* * * * *

Arriving at New Orleans on Sunday evening I delivered to General Butler on the same evening your orders relieving him from the command of this department. He received it courteously and has given me all the assistance I could wish in entering upon my duties. Without transshipping troops or stores, 10,000 men, with a battery of artillery, sailed on Tuesday morning for Baton Rouge, under command of General Grover. I expect to learn to-morrow that we are in possession of the town. As soon as the troops here can be consolidated with those of the fleet I shall move against Port Hudson, which commands the entrance to Red River. * * * Nothing is known with certainty of the movement of our troops on the Upper Mississippi, but it is reported from rebel sources that Commodore Porter has assaulted the rebel works at Vicksburg. * * * Admiral Farragut, to whom I delivered a letter from the President, is here and earnest for work. He has given me every assurance of hearty cooperation

and support. His earnestness, enthusiasm, and frankness delighted me, and I anticipate a most satisfactory result from our mutual labors.

Without entering into any discussion of the administration of this department, I am satisfied that the President will be confirmed, upon a full report of the facts, in the measures he has adopted. * * * In my interview with Admiral Farragut I confidentially communicated to him your instructions* in full. * * *

I am, with much respect, your most obedient servant,
N. P. BANKS,
Major-General, Commanding.

Major-General HALLECK,
General in Chief.

Letter from the Secretary of State to the Secretary of the Navy, transmitting consular information regarding illicit trade across the Rio Grande.

DEPARTMENT OF STATE,
Washington, December 18, 1862.

SIR: I have the honor to transmit herewith for your consideration a copy of a dispatch, No. 86, received from the U. S. consul at London, together with the enclosure accompanying it, showing the manner in which an illicit trade is carried on across the Rio Grande with Texas.

I have the honor to be, sir, your obedient servant,
WILLIAM H. SEWARD.

HON. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

I know of no remedy for this abuse within the power of this Department, for we can not blockade the Rio Grande.

The military operations of the country seem necessary to stop this traffic.

WELLES.

[Enclosure.]

No. 86.]

UNITED STATES CONSULATE,
London, November 28, 1862.

SIR: I herewith enclose a document in relation to the manner of carrying on the contraband trade with the Confederates which appears to me to be of much importance. It shows one way adopted by British merchants of sending out supplies by British steamers under the English flag to be sold in rebel ports at a stipulated value above costs and charges. It also shows the facilities they have and are preparing to carry on trade through Matamoras and Texas. I think it quite clear that much the largest portion of the supplies sent from this country are owned and forwarded by rich houses, like Begbie's, of London, Fraser, Trenholm & Co., of Liverpool, and others, and by a sort of joint-stock concern, like or similar to that pointed out in the letter herewith forwarded.

I may here remark that I know the letter to be genuine and the

* See A. W. R., Vol. XV, p. 590.

copy to be a faithful transcript of the original, which I have seen. I know the person to whom it was addressed, but am obliged to withhold his name. I let the name of the firm writing it stand, but with the understanding that it is not to be made public, as it would compromise friends here and do far more harm than good.

Your obedient servant,

F. H. MORSE,
Consul.

HON. WILLIAM H. SEWARD,
Secretary of State.

[Subenclosure.]

NO. 77 CORNHILL, E. C.,
London, November 24, 1862.

DEAR SIR: We may state, for the guidance of any friends who may be desirous of shipping to America, that arrangements have been made for the dispatch of a vessel by us to the Rio Grande about first week of December; that cost of freight and insurance on goods can be paid at the port of delivery; the services of the highly respectable firm of Messrs. Brown, Fleming & Co., at Matamoras, have been secured; also those of Mr. Redgate, Lloyds' agent, an expert in cotton and who has been resident nearly forty years in Texas and Mexico. That gentleman's services will be of great value to shippers in respect to his local knowledge and influence, as also as regards agency of the inland transit and landing and shipping of goods and cotton. Mr. Harding, of the firm of Messrs. Harding, Pullin & Co., of this city, has been named and consented to act as factor for the receiving of the proceeds in cotton, and the equal distribution of same to the shippers, according to value of respective shipments, and who will effect the necessary insurance. Further, a Mr. Begbie, of the Confederate States of America, holds a contract from that Government whereby he is to receive 100 per cent on invoice cost, payable in cotton at specie value, clear of all charges of freights, etc., for any goods he may deliver into the Confederate States. Said contract has been authenticated by Mr. Mason and others. He is willing to share same, say to the extent of 50 per cent, with any houses who may feel inclined to ship. Moreover, said parties are at liberty to send out their own supercargoes, and if the goods can meet with a better market, shippers by our vessels may avail themselves of said contract or not, but in the latter case there will be no certainty of getting cotton back; as the wagon traffic can not be properly carried out without the aid of Government support in shape of teamsters to attend to cattle, and which the Confederate Government will supply from the Army to facilitate the inland transport of goods and the bringing back of cotton for the contract.

In the event of peace or cessation of hostilities, the Confederate Government, by the contract, binds itself to receive goods that are shipped but not delivered, and for any orders not shipped but in course of same 10 per cent profits upon invoice cost, and charges.

Any further information you may require we shall be happy to give our best efforts to obtain from the respective parties interested.

We remain, dear sir, yours, truly,

_____, esq.

Letter from Major-General Banks, U. S. Army, to the Secretary of the Navy, commending the efficiency of Commodore Van Brunt, U. S. Navy, in fitting out expedition at New York.

NEW ORLEANS, December 19, 1862.

DEAR SIR: It gives me pleasure to acknowledge my obligations to you for the services rendered to the Government by Commodore Van Brunt, at New York, in fitting out my expedition. They were important and contributed materially to hasten my departure from that port. In all my intercourse with the commodore I found him earnest, cordial, and competent for every duty. I beg to commend him to your favor.

My acquaintance with Admiral Farragut and the naval officers stationed in the Gulf has been most satisfactory, and I anticipate perfect cooperation and complete success in the operations of these two branches of the public service. Accept my thanks for your courtesies and assistance, and believe me,

Very truly, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Hitchcock, U. S. Navy, for the destruction of salt works.

FLAGSHIP HARTFORD,
Off New Orleans, December 20, [1862].

SIR: Whenever, in your opinion, one of the sailing vessels can be spared for the purpose, I wish you to send up the coast to look out for and destroy salt works as far as St. Andrew's Bay.

Very respectfully, etc.,

D. G. FARRAGUT,
Rear-Admiral.

Commodore HITCHCOCK.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Hitchcock, U. S. Navy, restricting the exportation of mules.

FLAGSHIP HARTFORD,
Off New Orleans, December 21, 1862.

SIR: General Banks having a military necessity for more mules and horses than he can obtain, requests that the Navy will not permit any such animals to be exported. You will therefore not permit any such exportation from any ports under your control until further orders.

D. G. FARRAGUT,
Rear-Admiral.

Commodore HITCHCOCK:

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regarding a cooperative movement against Vicksburg.

FLAGSHIP HARTFORD,
New Orleans, December 22, 1862.

DEAR COMMODORE: I send you by the *Albatross* duplicates of letters* sent you a week ago by the *Sykes*, since when I have had no news of the *Sykes* or of you, and I begin to feel uneasy as to the safety of my communications to yourself and Commodore Hitchcock, and send the duplicates to hasten you along. General Banks is hurrying up things, and I fear we will not have the mortar boats here ready, and the *Sportsman*, also, with our ammunition. I trust that your ship is not so much out of order as to delay you beyond this week. General Banks talks of being at Vicksburg in a fortnight, but of course he does not know the difficulties to be encountered, but he has a large force and much must be done in a short time. The report here is that another great battle has been fought in Virginia; also that they are fighting at Vicksburg, but both may be false; but hurry up.

Very truly and respectfully, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding at Pensacola.

Order of Commodore Bell, U. S. Navy, to commanding officers of the mortar fleet to report to Rear-Admiral Farragut, U. S. Navy, at New Orleans.

U. S. STEAM SLOOP BROOKLYN,
Pensacola Bay, December 22, 1862.

SIR: Proceed to New Orleans without delay with the U. S. mortar schooner _____, under your command, and report upon your arrival there to Rear-Admiral D. G. Farragut.

Take the *Pass à l'Outre*, and on arriving there, if the wind does not serve, employ a tug to take the five mortar vessels in tow to the city.

Very respectfully,

H. H. BELL,
Commodore and Senior Officer.

The above was sent to Acting Master Henry Brown, commanding mortar schooner *John Griffith*; Acting Master Francis E. Blanchard, commanding mortar schooner *Orvetta*; Acting Master Abraham Christian, commanding mortar schooner *Sarah Bruen*; Acting Master Washington Godfrey, commanding mortar schooner *O. H. Lee*; Acting Master Thomas H. Baker, commanding mortar brig *Sea Foam*; Acting Master David P. Heath, commanding barkentine *Horace Beals*.

* See orders Farragut to Bell, December 16, 1862.

Instructions from Commodore Bell, U. S. Navy, to Commodore Hitchcock, U. S. Navy, in view of departure of the former for the Mississippi River.

U. S. STEAM SLOOP BROOKLYN,
Pensacola Bay, December 23, 1862.

SIR: The rear-admiral having ordered me into the river Mississippi with the *Brooklyn*, and to leave the blockade of Mobile Bay and the adjacent coasts in your hands, I enclose herewith for your information copies of the admiral's instructions which remain yet unfinished.

Paper marked "A"* relates to blockade.

Paper marked "B"* relates to forwarding supplies into the river. In addition to the admiral's order for supplies, I have directed Commander Colvocoresses to proceed with the storeship *Supply* to New Orleans.

Paper marked "C"* indicates the disposition of the several vessels composing the Western Gulf Blockading Squadron.

You are requested to forward the mortar vessels, five in number, as fast as they get ready; also the storeships referred to by the admiral.

In compliance with an order from the admiral, I have ordered Captain Gibson, of the *Potomac*, to transfer 100 men to the river fleet, 80 to come to the *Brooklyn*, and 20, viz, 10 seaman and 10 ordinary seamen, to be sent with their accounts, etc., to the bark *Kuhn*, to assist in taking her to New Orleans.

Please have this last attended to, if I should go before. I expect to sail to-day or to-morrow morning.

Very respectfully,

H. H. BELL,
Commodore.

Commodore R. B. HITCHCOCK,
Commanding U. S. S. *Susquehanna*, Pensacola Bay, Fla.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Hitchcock, U. S. Navy, referring to the expected movements of the U. S. S. Oreto (Florida).

FLAGSHIP HARTFORD,
New Orleans, December 23, 1862.

DEAR COMMODORE: You must go ahead and act according to your own judgment in all matters where you are at a loss to know my views, and be assured that I will always be ready to endorse your good intentions even if I should disagree with you on any particular point. I forgot to send you a stove or galley for the *Sam Houston*. I will do so, and you can send her up the coast with the *Bohio* to destroy the salt works. I have just seen a surgeon who escaped from Mobile. He tells me that the old information in respect to the gunboats and rams at Mobile is correct. The two rams at Selma are still high and dry. One is finished and only awaits 8 feet rise in the river to launch her. The *Oreto* will attempt to run the blockade probably before you get this, as she was to leave Havana on the 20th, and another steamer. A schooner ran in a few days since, no doubt with arms, etc.

Tell Captain Jenkins that they will have to keep bright lookout, as they are going to abandon the large steamer system for the small

* Not found.

sailing vessels that can run over all the shoals, and also that they talk of forcing the blockade, which I don't believe. I will borrow money and send you if it don't arrive in a few days.

D. G. FARRAGUT,

Commodore HITCHCOCK.

Memorandum from papers of Captain Jenkins, U. S. Navy.

OFFICE OF PROVOST-MARSHAL,
Pensacola, Fla., December 23, 1862.

SIR: Two deserters from Mobile came in last night, one of whom had been employed on gunboat *Morgan*. He reports the following naval force at Mobile:

Morgan, draws 6 feet, river boat; boilers and cylinders iron, protected; armament, ten 32-pounders (rifled).

Gaines, sister vessel; bows plated; one length plated 14 feet; draws 7½; armament the same.

Selma, an outside boat; one IX-inch Dahlgren, one 8-inch Columbiad, two 32-pounders (rifled).

Schooner *Alert*, one 32 (rifled).

Ram battery, plated with 2-inch iron (failure); 5 guns.

Oreto, lays 13 miles down the bay; armament, six 32-pounders, two 7½ inches; all rifled; two 24-pounder howitzers.

Two rams nearly finished at Selma.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Hitchcock, U. S. Navy, regarding the U. S. S. Hatteras.

FLAGSHIP HARTFORD,
New Orleans, December 23, 1862.

SIR: You will order the *Hatteras* to report to me for duty in this river, in order that she may run the vegetation and barnacles off her bottom, as the commander reports her scarcely fit for service.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore R. B. HITCHCOCK,
Commanding Division of Western Gulf Blockading Squadron.

Report of Commodore Bell, U. S. Navy, regarding the execution of orders regarding the mortar vessels, etc.

U. S. STEAM SLOOP BROOKLYN,
Pensacola Bay, December 24, 1862.

SIR: The steamer *Albatross* arrived here yesterday, bringing me a duplicate of your order dated the 16th December.

Agreeably thereto, the mortar vessels have been dispatched, and the *Sportsman* and the *Kuhn* will be ready to-morrow or next day, and the storeship *Supply* is at present underway with orders to proceed to New Orleans.

This ship is now receiving her draft from the *Potomac*, and will probably leave here in an hour's time.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans, La.

Letter from Commodore Hitchcock, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding general matters.

PENSACOLA, December 24, 1862.

MY DEAR JENKINS: Wish you a merry Christmas; yes, I do, with all my heart.

Bell is off this morning with his fleet for the river, six of the bomb vessels, storeship *Supply*, and *Kuhn, Sportsman*, etc.

The next thing is what are we to do? Commodore Bell says he shall see what damage you have had, if any; send you at once here, for me to come down and relieve his ship with this. Well!

This ship is not in a tiptop condition to go off Mobile, but I am ready to do the best I can. I think it very desirable that I should be here when the supply steamer arrives, not that I am so confounded smart, but things are decidedly in a muss here, from the admiral having kept few accounts, storekeeper ditto.

As I have said before, if you think you should come at once, you have only to send me word and I come. I do not know when the supply steamer will come. If not here in a week I will come anyhow.

If there is anything that can be done in advance for your ship, you had best send us word and let us get ready for you; you know we have but little here. Your carpenter might tell us of something that we could work at in advance of your coming. How long do you think it will take to fix you up?

Commander Alden has the command of all the naval forces that went with the army to take Baton Rouge; they took it after shelling about it, but the rebels had gone.

I said Bell was off with some eight or ten vessels. I am to get the store vessels off.

The *Kennebec* will get off about Saturday. Send one at a time, and say what you wish done to them.

In haste, truly, as ever, yours,

R. B. HITCHCOCK.

I send you some papers.

Joint capture of steamer Bloomer in Choctawhatchee River, December 24, 1862.

Report of Commander Gibson, U. S. Navy, commanding U. S. ship *Potomac*.

U. S. SHIP POTOMAC,
Pensacola, January 2, 1863.

SIR: I send herewith a report of Acting Master Bruner, the officer commanding at the East Pass, in relation to an expedition which he

conducted up the Choctawhatchee River, resulting in the capture of a stern-wheel steamer called the *Bloomer*. Accompanying this report I send a letter from Brigadier-General Neal Dow, claiming the steamer as a prize to the army, on the ground of his having sent a lieutenant and squad of 25 men for the purpose of making this capture. It is very evident from the report of Acting Master Bruner that all the labor in getting the machinery in working order, the working the boat down the river, and bringing her safely to the navy yard was effected solely by his men; the lieutenant who was in command of the squad of soldiers acknowledging candidly that the prize belonged of right to the naval part of the expedition. I hope, therefore, that it may be so decided, and that those who performed the work of this arduous expedition may enjoy the credit of it.

Respectfully, your obedient servant,

A. GIBSON,
Commander.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron,, New Orleans.

Report of Acting Master Bruner, U. S. Navy.

U. S. FRIGATE POTOMAC,
Pensacola Bay, January 2, 1863.

SIR: When I was ordered to Choctawhatchee Bay, nearly four months ago, I received information that a steamer called the *Bloomer* was lying up the Choctawhatchee River, 180 miles above its entrance into the bay, and close to a town called Geneva, in the State of Alabama.

I contemplated at different times preparing an expedition for the purpose of seizing the steamer, but not having sufficient force I postponed it from time to time until I became better prepared. About the latter part of November Lieutenant Stewart, of the Ninety-first New York Volunteers, came to my vessel, then lying at East Pass. He said that he was "on a scout," and remained with me five days, during which time we made a partial arrangement to ascend the Choctawhatchee River in company, he to furnish a detachment of soldiers and I to take the men under my command. On or about the 17th of December Lieutenant Stewart returned to East Pass with a detachment of 25 men and remained at my camp while I went to the *Potomac* for an extra boat, for transportation, and extra arms, etc. When I returned to the pass I received on board the schooner *Charlotte* Lieutenant Stewart and his command and proceeded up the bay to La Grange Bayou, 40 miles distant. I sent Master's Mate Crissey with the *Caroline* in advance with orders to secure the pilot, which he had accomplished by the time we arrived.

We reached La Grange Bayou on Wednesday evening, December 24. On Thursday morning I sent Lieutenant Stewart and Master's Mate Crissey with two boat's crews to the Four-Mile Landing and directed them to press into service all the horses and teams that could be found. I then placed in the launch my howitzer and carriage, twenty-four rounds of ammunition, the provisions, and all the men who had not yet started. I left Coxswain Mallory with 5 men in

charge of the vessels. I found when I arrived at the landing a number of horses and teams secured. I attached my gun to a team, loaded the provisions, and had everything ready by 3 o'clock, at which time we started. We traveled 16 miles before encamping. The next morning (Friday) at 6 o'clock we again started and traveled all day, encamping in the evening 17 miles from Geneva. At 3 o'clock p. m. I ordered a citizen volunteer to take a horse and proceed to ascertain if the route was clear before us, and also if the steamboat was afloat. Lieutenant Stewart and another person volunteered to accompany him. The scout returned in the evening and reported that everything was right and that Lieutenant Stewart had remained. On Saturday morning at 3 o'clock I ordered Mr. Crissey to take 20 men and make a forced march to the steamer. At 4 o'clock I started with the main body and reached the steamer at 11 o'clock the same morning. We found the steamer could be put in running order in twenty-four hours.

I ordered John Mason, Charles Coady, and Charles Clark, of my own command, and a Mr. Colvin (a refugee), all engineers, to get to work under the direction of John Mason, who is a practical engineer, to put the machinery in running order, and Thomas Devine and Louis Lenow to examine the boilers and act as firemen; Mr. Jones, the pilot, to take William Moran and John Scott as assistants and get the wheel and bell ropes rove and ready for use. Master's Mate Crissey took Quarter Gunner Bell and Coxswain Quinn, with the balance of the crew, and cleared the deck. At 8 o'clock a. m. everything was reported ready, but upon getting up steam a hole was found in one of the boilers, and we were obliged to let the steam go down again in order to repair it, which took until 3 o'clock p. m., when everything being ready we started.

After running two and a half days in one of the very worst rivers I have ever been in, and expecting to be fired upon at any moment, we returned safely alongside the *Charlotte*.

As soon as we came to anchor my crew requested to know from the officers of the expedition how the steamer which they had thus obtained was to be disposed of, and said that they had done all the work, had brought her out of the river, and therefore claimed her as their prize exclusively.

I thereupon consulted with Lieutenant Stewart, who in the presence of my crew said that all he wished was transportation to Pensacola. I then ordered part of my crew to remain on board the steamer, with the engineers and firemen, and landed Lieutenant Stewart and his command at Pensacola, after which I brought the steamer to the navy yard.

It will be seen by the above statement that I furnished from my own command the engineers, firemen, helmsmen, deck hands, and pilot who got the steamer ready and worked her down the river. I also furnished the howitzer, ammunition, etc.

I can not refrain from stating here that a scout named Cross, employed by the army, who accompanied the expedition, was mutinous in his conduct, causing mischief and dissatisfaction amongst my men, and thereby hazarding the success of the expedition and the safety of all concerned in it.

In conclusion, I beg leave to mention Acting Master's Mate Crissey as being my main and efficient support in this expedition.

Respectfully, your obedient servant,

E. D. BRUNER,

Acting Master, U. S. Navy, Commanding Schooner Charlotte.

Commander ALEXANDER GIBSON, U. S. Navy,

Commanding Frigate Potomac.

Letter from Brigadier-General Dow, U. S. Army, to senior naval officer at Pensacola, asking that the prize be given to Army.

HEADQUARTERS,

Pensacola, January 1, 1863.

DEAR SIR: On the 14th December I sent an expedition, under command of Lieutenant Stewart, of the Ninety-first New York Volunteers, to seize a steamer lying far up the Choctawhatchee River.

That purpose was successfully accomplished by him, and this moment a rumor comes to me that Captain Bruner, who volunteered to join the expedition, claims the steamer for the Navy.

I confidently rely upon it that you will at once order the vessel to be returned to this command.

Very respectfully, yours,

NEAL DOW,

Brigadier-General, Commanding.

SENIOR NAVAL OFFICER,

Commanding Fleet on this Station.

Letter from Brigadier-General Dow, U. S. Army, to Rear-Admiral Farragut, U. S. Navy.

HEADQUARTERS,

Pensacola, January 2, 1863.

DEAR ADMIRAL: On the 24th ultimo I sent an expedition of 25 men, under Lieutenant Stewart, of the Ninety-first New York Volunteers, to seize a steamer [*Bloomer*] lying in the Choctawhatchee River, about 300 miles from its mouth.

At East Pass Mr. Bruner, of the blockading schooner, volunteered to join the party to seize a schooner lying near the steamer. During the march of 41 miles Mr. Bruner was very earnest to return, as citizens said there were several companies of rebel cavalry in the neighborhood, but my officer refused to retreat. At 23 miles from the vessel they were assured that she was sunk, and Mr. Bruner insisted upon a retreat. My officer said he would have a piece of the steamer if he had to dive for it, and immediately started off on a gallop, only a guide accompanying him, and pushed through without sleeping and seized the steamer at daylight next morning. My officer sent word back to the party by a citizen and proceeded immediately to haul the vessel into the middle of the river and to make the wheelhouse bullet-proof, as he expected to be attacked by guerrillas.

In about twenty-four hours the party arrived. My officer took on board some articles from Mr. Bruner's vessel and proceeded to this port. On his arrival here Mr. Bruner took the steamer to the navy

yard to land his things, telling my officer that he would return her next day at 1 p. m., since which time I have not seen him or the steamer.

I addressed a note to the senior naval officer in command on this station, but he declined to take the smallest notice of it, retaining the steamer. The schooner was in the river, but Mr. Bruner declined to take it along, on the ground that there was not time.

I am sure, my dear admiral, that you will not countenance this proceeding unless you think it right and proper.

I am, very truly, yours,

NEAL DOW,
Brigadier-General, Commanding.

Rear-Admiral FARRAGUT,
Commanding Naval Forces in the Gulf.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army.

FLAGSHIP HARTFORD, *January 9, 1863.*

DEAR GENERAL: I have received your letter of January 2, and shall write immediately to Commodore Smith to have the matter investigated, for as the affair now stands before me it appears to be a mere matter of veracity between Lieutenant Stewart, of the Ninety-first Volunteers, and Mr. Bruner, whose statements are as opposite as it is possible to conceive, but it shall be fairly investigated before disinterested parties and the vessel delivered over to the court for adjudication at New Orleans. I regret there should be any misunderstanding on the subject.

Very respectfully, etc.,

D. G. FARRAGUT.

General N. P. BANKS.

Letter from the Secretary of War to the Secretary of the Navy.

WAR DEPARTMENT,
Washington City, February 18, 1863.

SIR: I have the honor to submit the enclosed copy of a letter* of Brigadier-General Neal Dow, commanding at Pensacola, to which I respectfully invite the attention of the Navy Department.

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

EDWIN M. STANTON,
Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to the Secretary of War.

NAVY DEPARTMENT, *February 20, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 18th instant, enclosing copy of a communication from Briga-

* Substantially the same as letter of January 2, 1863, Dow to Farragut.

dier-General Neal Dow, commanding at Pensacola, and to inform you that Rear-Admiral Farragut's attention has been called to the subject of General Dow's letter.

I am, respectfully, etc.

GIDEON WELLES,
Secretary of Navy.

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

Report of Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, regarding convoy duty performed by that vessel.

U. S. S. AUGUSTA,
Key West, December 25, 1862.

SIR: I have the honor to report that soon after leaving Hampton Roads, on the 4th instant, the portion of the Banks expedition under our convoy was partially dispersed during a gale. We remained with the ship of the commanding general and the others still in company, and arrived at Ship Island on the 13th instant. All of the vessels which left Hampton Roads with us had arrived before we left on the 18th, except the *Thames*, which, we have learned, had been condemned at Port Royal and her troops sent on in sailing vessels, and the *Georges Creek*, which has since proceeded on from this port. The *Curllew* also got on shore during the night outside of Ship Island Harbor. We immediately landed her troops, with the assistance of the boats of the *Vincennes*, and made dispositions by which she was safely got off after the removal of her cargo.

All of the steamers of the expedition which are known to have left New York have arrived at Ship Island, or are on the way from this place, except the *M. Sanford*, lost on Florida Reefs, and her troops sent on from this port, and the steamers *Continental*, *Quinnebaug*, *Shetucket*, *Prometheus*, and *Jersey Blue* not yet heard from. None of the sailing vessels have been heard from.

At the request of the general commanding at Ship Island, we touched at Havana and Key West on our return, that we might get information of the progress of the expedition, and at the latter place also to coal, as a full supply could not be spared at Ship Island.

In consequence of the information of the capture of the California mail steamer by the rebel steamer *Alabama*, we are now ordered by Acting Rear-Admiral Theodorus Bailey to proceed to Aspinwall and offer convoy to the California mail steamers bound north. We leave immediately.

I am, very respectfully, your obedient servant,

E. G. PARROTT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Alden, U. S. Navy, regarding the concentration of the enemy's forces about Port Hudson.

U. S. S. RICHMOND,
Baton Rouge, December 26, 1862.

SIR: I have respectfully to report that I sent the *Essex* on Wednesday to make a reconnoissance at and about Port Hudson. She returned the same evening, having executed the duty without interruption from the enemy. Commander Caldwell reports everything about the fortifications appearing as when he was last there, except that what then seemed like an irregular mound of earth, hastily thrown up, is now surmounted by a battery of six or seven heavy guns. This addition of his already extensive preparations would indicate that the enemy is concentrating all his available means in heavy artillery, etc., at that one point, a movement that I should be disposed to look upon as fortunate for us, for we shall have a chance to secure by one blow all those troublesome hindrances to the navigation of the river, while if they were scattered along its length, it might take us months to root them out.

I have the honor to be, yours, most truly,

JAMES ALDEN.

Admiral FARRAGUT,
Commander-in-Chief, U. S. Naval Forces, Western Gulf Fleet.

Order of Rear-Admiral Farragut, U. S. Navy, to the commanding officer off Mobile, urging vigilance in view of the rumored movements of the C. S. S. Alabama.

FLAGSHIP HARTFORD,
Off New Orleans, December 26, 1862.

SIR: I am informed by Commodore Bailey that the impression of our consul and others is that Semmes will make a dash at one of the Southern ports, and Mobile is most likely. So keep a good lookout for 290 off Mobile. The *Cuba* is also expected to run for Mobile. A schooner got into Mobile last week.

Very respectfully, etc.,

D. G. FARRAGUT.

The COMMANDING OFFICER OFF MOBILE.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Franklin, U. S. Navy, commanding U. S. S. Aroostook.

U. S. STEAM SLOOP ONEIDA,
Blockade off Mobile, December 27, 1862.

SIR: You will please proceed to the eastward and relieve the *Pocahontas*, Lieutenant-Commander Gamble, to enable him to proceed to Ship Island for repairs, etc.

Very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer, Commanding.

Lieutenant-Commander S. R. FRANKLIN,
Commanding Aroostook, Blockade off Mobile.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report regarding the transportation of troops to Galveston.

No, 275.]

FLAGSHIP HARTFORD,
New Orleans, December 29, 1862.

SIR: I have to inform the Department that 1,000 troops have been sent to Galveston.

Commander Renshaw chartered the bark *Island City* in order to send some refugees to this city. I have been obliged to pay \$500 for their transportation. I herewith enclose Commander Renshaw's report.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. WESTFIELD,
Galveston, Tex., December 15, 1862.

SIR: I have chartered the bark *Island City* to take refugees and volunteers for the Texas regiment to New Orleans.

I have determined to pursue this course in consequence of the difficulty of protecting them in case of an attack, and the certainty that I would soon have to feed them. They have hitherto lived upon a wharf which has been guarded by one of the steamers. Some of the men have had prices placed upon their heads, and all of them are obnoxious to the enemy. To leave them to their vengeance, I could not; neither would it be possible to insure the steamer's guarding them at all times, and my only choice was sending them away. A few nights since an attack was made upon the wharf, which was repulsed by a few shots from the *Owasco* and *Olfyton*.

I have forgotten to mention in my previous dispatches that great alarm and excitement has been caused at Houston, in this State, and among the military generally, by the movements of General Weitzel. About two weeks since a large number of families left Houston in consequence of the report of his having arrived within a short distance of Sabine Pass. The papers stated [that] a Texan brigade had been ordered home from Mississippi, etc. Subsequently it was ascertained that he was at Berwick, and the excitement subsided to be again renewed, as I learned a day or two since, by some further movement of this army. That the fear of his movement has had the good effect of staying their attack upon us, and of further movements at Sabine Pass, I am convinced. If at any time I can feel assured that the many preparations that I know have been made to regain possession of this harbor have been relinquished, I will at once send one of the steamers to again occupy Sabine Pass. As it is, I can not but feel I will not be justified in running any risk (that I can guard against) of losing Galveston.

I have made the best terms with the captain of the bark I could, which are set forth in the accompanying charter. I have furnished the passengers with provisions for the voyage. Whether or not I would have been authorized for the price stipulated to charter her for

the Army to forward the thirteen recruits I can not say, but should think [that] the Army are accountable for at least a portion of the charter money. At all events, the course I have pursued can result in but little increased expense to the Government, the agreement upon leaving the North stipulating that he was to receive \$56 per day until he returned to Ship Island.

I chartered the bark five days since, with the hope of getting her off the next morning. Unfortunately, the wind set in strong from the southward and eastward and westward, and has been blowing half a gale since, throwing such a swell upon the bar as to prevent anything from getting out. I trust, however, I will get her off to-morrow.

Respectfully, your obedient servant,

W. B. RENSRAW,
Commanding Texas Coast Blockade.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Commander Alden, U. S. Navy, transmitting reports of Lieutenant-Commander Roe, U. S. Navy, regarding affairs near Donaldsonville and Plaquemine, La.

U. S. S. RICHMOND,
Baton Rouge, December 29, 1862.

SIR: I have the honor to enclose reports from Lieutenant-Commander Roe, stationed between Plaquemine and Donaldsonville. It appears that it would be well to have some troops, as he suggests, at the first-named place. I agree with him also in the opinion that, under the circumstances, such a quantity of goods as the *Empire Parish* has on board should not be landed where there is any possibility of the enemy's getting hold of them. The owner of them, who is on board, agrees with me in that opinion and will land them here. Captain Caldwell has this moment returned in the *Essex* from an examination up the river as far as Port Hudson. He reports that the fortifications are being gradually extended, but the river seems almost entirely deserted. There was but one steamer in sight, which was observed lying close under the guns of Port Hudson.

[JAMES ALDEN.]

[Enclosures.]

U. S. GUNBOAT KATAHDIN,
Near Bayou Goula, December 27, 1862.

SIR: I have taken from the coal brig *Cattell* 54 tons coal and discharged her yesterday. She was to take in a cargo at Donaldsonville, and did not desire one to take her to New Orleans.

There has been great apprehension of an insurrection of slaves along the coast, and patrols are passing up and down both banks of the river. This, with my movements up and down, may allay any unnecessary excitement and plausible fear.

General Sherman has returned to Carrollton.

I am in constant communication with Captain Perkins' cavalry, and have made arrangements for couriers to be sent to me in case my presence should be required at any special point.

It is understood that about 200 of the enemy, mounted men, are in

the region of country somewhere between Plaquemine and Donaldsonville, about 6 or 10 miles' back. Should our cavalry not be strong enough, I have arranged to render it support.

Planters and others who have taken the oath of allegiance to the United States, and hence committed themselves in property and life to us, are suffering great fears from a rebel raid of the mounted bands above mentioned. I think it of the highest importance that these families should receive all the support and attention in our power. Fears of a rebel raid on one side and of servile insurrection on the other render their lives miserable in the extreme.

I will communicate with you from time to time as I may deem necessary.

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

F. A. ROE,

Lieutenant-Commander.

Commander JAMES ALDEN,

Commanding Naval Forces, Baton Rouge.

U. S. GUNBOAT KATAHDIN,
Off Plaquemine, December 29, 1862.

SIR: I came to this place last night by request of Captain [Solon A.] Perkins, of the cavalry. This morning he attacked the enemy, heavily picketed, about 7 miles in rear of this place. A smart skirmish ensued, but owing to the strong position of the enemy he could not be driven out. Captain Perkins estimates the force of the enemy at about 500 to 600 strong. Opposed to this force he has about 70 men only. It is Captain Perkins's wish to draw the enemy out and fight him, having the *Katahdin* to support him. This I shall do, as we have a series of signals agreed upon to operate in conjunction. Appearances seem to indicate that the rebels are meditating a descent somewhere along the coast. All those who have taken the oath of allegiance to the United States are threatened with hanging and instant death. But we shall harass the rebels, and, if possible, entrap them into a disaster. Three good companies of infantry would be of great service if they could be stationed to occupy Plaquemine, and would give assurance to many people who need them.

I am, very respectfully, your obedient servant,

F. A. ROE,

Lieutenant-Commander.

Commander JAMES ALDEN,

Commanding Forces off Baton Rouge, La.

Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Katahdin, regarding the questionable conduct of the steamer Empire Parish.

U. S. GUNBOAT KATAHDIN,
Plaquemine, La., December 29, 1862.

SIR: I send the *Empire Parish* to Baton Rouge to report to you. By her manifest I find that she has much more of salt meat and provisions than ought to be landed at any plantation along the coast, swarming as it is with enemies. We had their pickets in Plaquemine

last night, and nothing landed at this place can be secure from the rebels.

I have also, again, to report that the *Empire Parish* does not comport herself properly. This morning she refused to stop when I signaled her to do so in the usual way; she did not stop for my boat, in the stream, laying on oars, ready to board her. I then fired one musket shot ahead of her, which was entirely disregarded, and upon firing a second shot, she finally landed upon the opposite bank, although ordered by Captain Lewis, of the *Itasca*, to come near to my vessel.

The conduct of the *Empire Parish* is exceptionable and suspicious; and being so near to you, instead of sending her to New Orleans, as you directed, I concluded to send her directly to you.

I am, sir, very respectfully, your obedient servant,
 F. A. ROE,
Lieutenant-Commander.

Commander JAMES ALDEN,
Commanding United States Naval Forces, Baton Rouge.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Hitchcock, U. S. Navy, regarding officers for the command of the U. S. vessels Preble and Cayuga.

FLAGSHIP HARTFORD,
Off New Orleans, December 29, 1862.

SIR: You will send some officer to take command of the U. S. S. *Preble* until the arrival of the officer who comes out for that purpose on the *Circassian*, but send Lieutenant-Commander McDermut over here to take command of the *Cayuga* as soon as he can turn over his ship.

Very respectfully, your obedient servant,
 D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Squadron.

Commodore HITCHCOCK or the Commanding Officer at Pensacola.

Report of Rear-Admiral Farragut, U. S. Navy, regarding transmission of dispatches and requesting money.

No. 276.]

FLAGSHIP HARTFORD,
New Orleans, December 29, 1862.

SIR: I beg to inform the Department that my dispatches received by sailing vessels are always a month or six weeks in reaching me, while private letters received by the regular mails are rarely over ten days in reaching us.

I would also inform the Department that I am much in want of money, which I hope will arrive by the *Circassian*; otherwise I shall be compelled to draw on the Government, in order to enable me to pay the bills of the squadron and the officers to supply their wants.

All of which is respectfully submitted by,
 Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, to furnish facts regarding British vessels detained at Port Sabine.

NAVY DEPARTMENT, *December 30, 1862.*

SIR: I transmit herewith a copy of a letter from the Secretary of State, enclosing a copy of a communication dated the 1st instant, addressed to him by Lord Lyons, relative to four British schooners that were lying in Sabine River at the time the works guarding it were taken possession of by our forces, and which schooners Lord Lyons thinks are entitled to leave port on the grounds of their having entered it when it was not blockaded.

The Department has received no information from you in reference to the schooners named, and does not know whether they were seized and sent in for adjudication or simply refused departure. Nor has it any information in reference to the blockade of Sabine Pass, when it was instituted, whether a formal ratification was sent in or not, or any data to enable it to form a correct opinion on the question presented. It is possible the vessels may be clearly entitled to depart with or without cargoes. Please communicate to the Department such facts bearing on the case as it may be in your power to give.

An essential step in the institution of a blockade is the notification of it and the allowing of the usual time for neutrals to depart. Whether this has been done in each instance on the Gulf coast, the Department is not informed. A notice was sent in at Galveston. It will be well for you to advise the Department, as far as you may be able, when and what notice was given of the institution of the blockade of the principal points on the coast of Louisiana and Texas, and always in future when sending a force to blockade any place to direct that proper notification be given, if it has not already been done.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Pensacola, Fla.

Report of Commodore Hitchcock, U. S. Navy, regarding repairs to vessels on the Mobile Station.

U. S. S. SUSQUEHANNA,
Off Mobile, December 31, 1862.

SIR: We ran down to Fort Pickens at daylight on the morning of the 26th, but were unable to get over the bar until 1 p. m., 27th, on account of fog and low water. The *Oneida* left here Sunday, November 28. Her forecastle is moved bodily over an inch or two, the spirketing is broken in at the forward port, the oakum started out of the seams under the port, the forward rifle gun can not be worked. How long it will take to make the repairs I can not say, but I directed all the force of the yard to be put on her.

Referring to your remark "that only such repairs shall be made as will keep the vessel going," each day repairs are becoming more necessary, even upon those sent from the Northern yards (the *Pocahontas*, for instance). There is hardly a vessel here that, if you do not make repairs upon them, will soon break down. You will, I think,

have to consider at least two vessels constantly absent from this point for coal and repairs. I shall be glad if it is no more; three will be away on Saturday next.

The *Pocahontas* left as we arrived. I send a copy of her commander's letter. *Pinola* returned from Ship Island. The *Kanawha* will have to leave (for coal and some slight repairs, which will take three or four days) the last of the week.

The *Hatteras* has her orders to leave and report to you.

It is sad to write of this ship. We will do all we can. I see many changes here about the forts since I left last September. The piling is still going on; two steamers are at work at it.

* * * * *

There was a report that the rebels came over to Petit Bois Island for beef. The *Hatteras* and *Jackson* went down together to kill the cattle, and they found the bodies of two dead men in an advanced state of decomposition on the island. The idea is started that they belonged to the *Maria A. Wood*. To-day a further examination will be made. I will report the result.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Order of Commodore Hitchcock, U. S. Navy, to Lieutenant-Commander McDermut, U. S. Navy, to proceed to New Orleans for the command of the U. S. S. *Cayuga*.

U. S. S. SUSQUEHANNA,
Off Mobile, December 31, 1862.

SIR: In obedience to an order of Rear-Admiral D. G. Farragut, dated December 29, 1862, you will immediately turn over the command of the *Preble* to the officer named by Captain T. A. Jenkins (disrating all petty officers made by you) and proceed to New Orleans to take command of the gunboat *Cayuga*, reporting to the admiral or senior officer present.

Respectfully,

R. B. HITCHCOCK,
Commanding Division Western Gulf Blockading Squadron.

Lieutenant-Commander D. A. McDERMUT,
Commanding U. S. S. *Preble*.

Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. *Katahdin*, of firing by that vessel.

U. S. GUNBOAT KATAHDIN,
Baton Rouge, La., January 1, 1863.

SIR: I have the honor to enclose herewith a report of all firing from this vessel for the quarter ending December 31, 1862.

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

F. A. ROE,
Lieutenant-Commander.

Captain JOHN A. DAHLGREN,
Chief of Bureau of Ordnance, Washington, D. C.

[Enclosure.]

Fired at guerrillas just above Donaldsonville, October 1 and November 12, 1862.

Gun.	No. of charges.	Weight of charges.	Projectile.	No. of projectiles.	Fuzes.	Primers.
		<i>Pounds.</i>				
20-pdr. Parrott.....	1	2	Percussion shell.....	1		1
24-pdr. howitzer.....	2	2	Shrapnel.....	2	2	2

Fired at guerrillas just below Donaldsonville, October 4, 1862.

XI-inch pivot.....	2	15	Shell.....	2	2	2
24-pdr. howitzer.....	1	2	Shrapnel.....	1	1	1

Fired at a body of rebel cavalry above Donaldsonville, October 20, 1862.

XI-inch pivot.....	3	15	Shell.....	3	3	3
	1	15	Shrapnel.....	1	1	1
20-pdr. Parrott.....	3	2	Percussion shell.....	3		3
	1	2	Shell.....	1	1	1
24-pdr. howitzer.....	3	2	Shrapnel.....	3	3	3

Fired at a rebel battery and a heavy force of infantry, October 21, 1862.

XI-inch pivot.....	2	15	Shell.....	2	2	2
	3	15	Shrapnel.....	3	3	3
20-pdr. Parrott.....	10	2	Percussion shell.....	10		10
	1	2	Shell.....	1	1	1
24-pdr. howitzer.....	13	2	Shrapnel.....	13	13	13

Fired at rebel infantry, Manchac Bend, November 16 and December 13, 1862.

XI-inch pivot.....	8	15	Grape.....	8		8
	3	15	Shrapnel.....	3	3	3
20-pdr. Parrott.....	10	2	Percussion shell.....	10		10
24-pdr. howitzer.....	13	2	Shell.....	13	13	13
	11	2	Shrapnel.....	11	11	11

Fired at rebel infantry just below Port Hudson, December 13, 1862.

XI-inch pivot.....	1	15	Shrapnel.....	1	1	1
20-pdr. Parrott.....	5	2	Percussion shell.....	5		5
24-pdr. howitzer.....	5	2	Shrapnel.....	5	5	5

Fired at rebels just above Bayou Plaquemine, December 29 and 30, 1862.

XI-inch pivot.....	3	15	Shell.....	3	3	3
20-pdr. Parrott.....	6	2	Percussion shell.....	6		6
24-pdr. howitzer.....	3	2	Shell.....	3	3	3

Recapture of Galveston by Confederate forces, January 1, 1863.

Report of Rear-Admiral Farragut, U. S. Navy.

FLAGSHIP HARTFORD,

Off New Orleans; January 3, 1863.

SIR: I have this moment received a telegram from the steamer *Mary A. Baldwin* [Boardman], from Galveston, now at the South West Pass, stating that our gunboats had been attacked on January 1 by four boats, and they boarded and carried the *Harriet Lane*. The *Westfield*

was blown up to keep her from falling into the hands of the enemy. The soldiers on Galveston Island were attacked at the same time by a heavy force, and all either killed or captured. The steamer that had a reinforcement of troops on board for Galveston will be here in the morning. I shall send the *Brooklyn*, Commodore Bell, down to Galveston immediately to reoccupy the bay. To keep the rebels from fortifying the mouth of the harbor, I shall have to detach some of my forces to accompany the commodore. I will send you all the particulars in my next on the 5th. About 70 of the *Westfield's* men are coming up the river.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Report of Acting Master Spear, U. S. Navy, commanding U. S. schooner *Corypheus*.

U. S. SHOONER CORYPHEUS,
Off Sabine Pass, January 2, 1863.

SIR: I arrived at Galveston on the 28th of December with orders from Acting [Volunteer] Lieutenant Wade, of bark *Arthur*. On the morning of January 1, at 3 a. m., I was ordered by Captain Law, of the *Olfiston*, to take her berth and protect the soldiers on the wharf with my guns. I anchored about 100 feet from the wharf and brought my guns in position. At 4 a. m., was called on by the colonel commanding to fire away at the rebels, who were marching on the Federal soldiers, which order I carried out and kept the rebels clear of the wharf until the flags of truce were set on the *Harriet Lane*, *Owasco*, and *Olfiston*, which signal I suppose was for me to cease firing. In the meantime I dropped out clear of musketry, keeping my guns going at the same time. On second thought, thinking the flags of truce were for a general surrender, I got underway for a new position, determined not to give up my own vessel.

When all the musketry was directed on my vessel, I ordered my crew to lie flat on deck until out of range. I then asked orders from the *Olfiston*, who replied to choose my own position. Captain Law, while returning from the *Westfield*, told me to spike my guns and burn my vessel and take to boats for Bolivar Channel. I asked permission to get my vessel out. He told me if I could stand it to pass the batteries, to do so. He then again told me to wait until the flags of truce were hauled down and then to make sail and escape, if possible, which I succeeded in doing, and rendered timely assistance to the captain and crew of one of the coal barks. After arriving outside I reported to Captain Law, who ordered me to report on board the *Morning Light* at Sabine for further orders, which I did on the 2d of January at 9 a. m. We were fortunate in not having anyone killed or wounded.

My crew behaved in the most proper manner, especially the two captains of guns.

Very respectfully, your obedient servant,

A. T. SPEAR,
Acting Master, Commanding U. S. Schooner *Corypheus*.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

U. S. STEAM GUNBOAT OWASCO,
New Orleans, January 6, 1863.

SIR: I have the honor to submit the following report of the engagement between this vessel and the rebel forces at Galveston on the morning of the 1st instant.

On the night of December 31 we were, by order of the commanding officer, anchored between the city of Galveston and Pelican Spit.

At 2:30 a. m., on the 1st instant, the *Harriet Lane* signalized "Enemy on shore;" shortly after which the *Westfield* made a signal which I did not understand. The *Olifton* thereupon got underway, passed us, and stood for the *Westfield* at Pelican Spit.

At 4 we weighed anchor and stood in for the city. In about a quarter of an hour thereafter the enemy opened fire on our troops stationed on Kuhn's wharf.

We immediately went to quarters and engaged the enemy's batteries with all our guns.

At 5:30, discovering three rebel steamers standing toward us and the *Lane*, we steamed toward the *Lane*, firing on the steamers and disabling one with our XI-inch and rifle guns, still continuing to engage the shore batteries with our howitzers.

When within some 200 yards of the *Lane*, she was boarded from two of the rebel steamers by a large body of men, who, combining with the land forces, opened a destructive fire on us with small arms and the howitzers of the *Lane*.

Owing to the narrowness of the channel, I was for some time unable to bring my guns to bear on the enemy's vessels, and shortly after they arrived within range of my two forward guns, my men were driven from their guns by the incessant fire of musketry.

Everyone of the rifle gun's crew and a large portion of those belonging to the XI-inch gun were shot down; so I dropped down with the tide out of musket range.

I believe all of the rebel steamers were disabled; they failed to follow us up. Their loss must have been severe. Shortly after capturing the *Lane* they hoisted a flag of truce. A boat bearing it came from the *Lane* to the *Olifton*, which had come in and anchored about 6 a. m. Captain Law ordered firing to cease and a flag of truce hoisted.

The rebel officers bearing it proceeded to the *Westfield*, accompanied by Captain Law, of the *Olifton*.

Shortly after his return the *Westfield* blew up, and he ordered me to proceed outside the bar and anchor. The *Olifton* and schooner *Corypheus* got underway and went outside.

While this vessel was swinging round, a second flag of truce came from the rebel steamers, came alongside, and expressed a desire to see the senior officer. I took them on board and afterwards sent them to the *Olifton*.

At 11:30 a. m., we came to anchor outside the bar.

During the engagement we expended the following ammunition: 20 XI-inch shells, 6 XI-inch grape, 5 XI-inch incendiary shell, 3 XI-inch solid shot, 5 XI-inch shrapnel, 2 XI-inch canister, 35 shell from rifle gun, 52 shrapnel, and 9 canister from howitzers.

I was short of my complement four officers and a number of men, yet the battery was worked with efficiency. The utmost coolness and

courage was displayed by both officers and crew while exposed to the galling fire of the enemy. Had there been sufficient room to maneuver the *Lane* would not have been captured.

Our ship rolled heavily outside; our smokestack was carried away, and, in obedience to orders from Captain Law, I stood for Sabine Pass and thence to New Orleans.

I enclose herewith the report of the engineer; also a report of the killed and wounded, together with a statement of the damage done to our rigging.

I am, sir, very respectfully, your obedient servant,
 HENRY WILSON,
Lieutenant-Commander, U. S. S. Owasco.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, referring to the surrender of the U. S. S. *Harriet Lane*.

No. 32.]

FLAGSHIP HARTFORD,
New Orleans, January 29, 1863.

SIR: I herewith enclose the report of Acting Master J. A. Hannum, of the *Harriet Lane*, by which you will perceive the exaggerations which have been circulated concerning the defense of that vessel; also the pusillanimous conduct of the officer who accompanied the flag of truce and corroborated to Lieutenant-Commander Law the enemy's statement that all the officers and crew of the *Harriet Lane* had perished save some 10 or 15 persons, whereas there was scarcely that number of killed and wounded. I take it for granted that of the 9 slightly wounded, the greater part amounted to nothing, so that the testimony of the rebel pilot was very near the truth when he said 5 killed and 6 or 8 wounded.

I can not think but that for the death of Commander Wainwright and Lieutenant-Commander Lea the vessel would not have been captured. It is difficult, however, to conceive a more pusillanimous surrender of a vessel to an enemy already in our power than occurred in the case of the *Harriet Lane*.

Very respectfully, your obedient servant,
 D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

List of casualties on board U. S. S. Harriet Lane, at Galveston, January 1, 1863.

KILLED.

Name.	Rank.	Character of wound.
J. M. Wainwright.....	Commander.....	
Edward Lea.....	Lieutenant-commander, executive officer.	
Joseph Pollock.....	Landsman.....	
John Hart.....	do.....	
Henry Newton.....	First-class boy.....	

List of casualties on board U. S. S. Harriet Lane, at Galveston, January 1, 1863—Continued.

WOUNDED.

Willis F. Monroe.....	Acting master.....	Dangerously.
Charles H. Hamilton.....	do.....	Slightly.
William Ray.....	Boatswain's mate.....	Do.
George W. Davis.....	Master at arms.....	Do.
J. O. McDermott.....	Seaman.....	Badly.
Albert Sailor.....	Captain forecastle.....	Do.
Peter Jackson.....	Landsman.....	Do.
J. O. Nickle.....	Ordinary seaman.....	Slightly.
Daniel Haggarty.....	do.....	Badly.
John Curran.....	Landsman.....	Slightly.
David Hern.....	do.....	Badly.
James Frazer.....	do.....	Slightly.
H. Woodfield.....	Ordinary seaman.....	Do.
E. F. Kensil.....	Landsman.....	Do.
Robert Cummings.....	Second-class boy.....	Do.

Officers held as prisoners of war.—J. A. Hannum, acting master; R. J. Richardson, assistant paymaster; M. H. Plunkett, second assistant engineer; C. H. Stone, second assistant engineer; T. N. Penrose, assistant surgeon; John E. Cooper, third assistant engineer; R. N. Ellis, third assistant engineer; A. T. E. Mullin, third assistant engineer; Charles M. Davis, acting master's mate; J. C. Taplin, paymaster's steward.

Eighty-two petty officers and men prisoners.

J. A. HANNUM,
Acting Master,

Senior Officer Surviving, of late U. S. S. Harriet Lane.

Rear-Admiral FARRAGUT,
Commanding Western Division, Gulf Blockading Squadron.

Report of Acting Assistant Surgeon Allis, U. S. Navy, regarding the destruction by fire of the U. S. S. Westfield.

NEW ORLEANS, January 11, 1863.

SIR: On the morning of the 1st of January, 1863, the U. S. S. *Westfield*, being aground, and the enemy approaching, the commander gave orders for the officers and men to leave the vessel immediately, as he intended to destroy her by fire. The paymaster, Charles C. Walden, being absent, and myself acting in his stead, everything in that department was saved that could be, in the hurry attending our departure. I succeeded in saving the pay roll and such papers as were in the safe and considered of most importance, but many books and several files of papers were unavoidably left behind.

There was at that time on board a large stock of provisions and clothing, the vessel having been recently supplied from the *Tennessee*.

I am, very respectfully, your obedient servant,

E. H. ALLIS,
Acting Assistant Surgeon, U. S. Navy.

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

Report of casualties.

FLAGSHIP HARTFORD,
New Orleans, January 8, 1863.

SIR: The following casualties occurred on board the vessels of this squadron in the harbor of Galveston on the morning of January 1, 1863:

KILLED.

Name.	Rank.	Character of wound.	Vessel to which attached.
1. Thomas Jeff.....	Coxswain.....	Shot through heart.....	Owasco.

WOUNDED.

1. L. G. Vassallo.....	Acting master.....	Shot in thigh.....	Owasco.
2. Frederick Saunders.....	Ordinary seaman.....	Shot through shoulder and lungs, mortally.	Do.
3. Isaac P. Hughes.....	Seaman.....	Fractured skull, severely...	Do.
4. John Carney.....	do.....	do.....	Do.
5. William Reid.....	Captain forecastle.....	Shot in arm.....	Do.
6. John Honan.....	Ordinary seaman.....	Shot in thigh.....	Do.
7. Frederick Ether.....	Landsman.....	do.....	Do.
8. Charles Burnham.....	Captain afterguard.....	Shot in face.....	Do.
9. Titus Freeman.....	Landsman (colored).....	Shot in leg.....	Do.
10. Michael Reck.....	Coal heaver.....	Shot in eye, severely.....	Do.
11. William J. Murphy.....	Landsman.....	Shot in hand.....	Do.
12. Henry Brown.....	Sailmaker.....	Shot in arm.....	Do.
13. George Hosier.....	Captain afterguard.....	Slightly.....	Do.
14. James Penney.....	Landsman.....	do.....	Do.
15. John Diggins.....	Captain forecastle.....	Fractured skull.....	Clifton.
16. Philip Duffy.....	Landsman.....	Fractured skull, mortally.....	Sachem.

MISSING.

1. William B. Benschaw....	Commander.....		Westfield.
2. Charles W. Zimmerman..	Lieutenant.....		Do.
3. W. R. Greene.....	Acting assistant engineer..		Do.
4. John Callahan.....	Gunner's mate.....		Do.
5. Samuel P. King.....	Quarter gunner.....		Do.
6. W. Eason.....	Coxswain.....		Do.
7. Rodolphus C. Hibbard..	Seaman.....		Do.
8. Henry Bethke.....	do.....		Do.
9. Peter Johnson.....	do.....		Do.
10. Mathew McDonald.....	Ordinary seaman.....		Do.
11. Hugh McCabe.....	Second-class fireman.....		Do.
12. William [F.] Reeves.....	do.....		Do.
13. George E. Cox.....	do.....		Do.

The above are supposed to have been killed by the explosion of the magazine.

Total.—Killed, 1; wounded, 16; missing, 13.

No returns have been received from the *Lane*.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

The following men attached to the U. S. gunboat *Owasco* were wounded by the enemy while on shore, on duty at Bolivar Point, on the 15th December, 1862:

John Heath, seaman, born in Baltimore; received seven gunshot wounds and was left for dead; his wounds have healed and he is now convalescent.

William Somelet, ordinary seaman, New York; six buckshot entered his body; has recovered.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding West Division Gulf Blockading Squadron.

[Enclosure.]

NEW ORLEANS, February 26, 1863.

SIR: I respectfully report the following casualties occurring on board of the U. S. S. *Harriet Lane*, in Galveston Bay, January 1, 1863:

KILLED—5.

Name.	Rank.	Character of wound.
J. M. Wainwright.....	Commander.....	Killed instantly by musket ball through brain; had also three wounds in the left breast, and three in left thigh.
Edward Lea.....	Lieut. Commander...	Wound in abdomen and side—five wounds in all.
Joe. Pollock.....	Landaman.....	Shot in the head (musket ball).
Henry Newton.....	Contraband.....	Shot in the breast (musket ball).
John Hart.....	Landaman.....	Eight wounds in abdomen (buckshot).

WOUNDED—16.

1. John O. McDermott.	Seaman.....	Wound in left thigh (musket ball).
2. Daniel Raggerty.....	Ordinary seaman.....	Wound in left thigh, serious.
3. Peter Jackson.....	Landaman.....	Wound in both legs, slight.
4. Mr. C. H. Hamilton..	Acting master.....	Slight wound of right arm.
5. Mr. W. F. Monroe....	Acting master.....	Severely wounded in the face with buckshot and ball.
6. John C. Nickle.....	Ordinary seaman.....	Slight wound in right arm.
7. Albert Sailor.....	Seaman.....	Do.
8. J. A. Purrington.....	Sailmaker's mate.....	In head, left shoulder, and arm, not severe.
9. Henry Woodfield.....	Seaman.....	Slight wound in right arm.
10. David Hern.....	Landaman.....	Slight wound in hip.
11. G. W. Davis.....	Master at arms.....	Wound in leg, slight.
12. R. Cummings.....	Second-class boy.....	Slight wound in index finger of right hand.
13. James Frazer.....	Landaman.....	Face, slightly.
14. William Ray.....	Boatswain's mate.....	Face, slightly.
15. E. F. Kenal.....	Landaman.....	Contused wound of the hand.
16. Edward Vanvelser...	Landaman.....	Wound in the side, very slight

Very respectfully,

THOS. N. PENROSE,
Assistant Surgeon.

Fleet Surgeon J. M. FOLTZ, U. S. Navy,
U. S. S. *Hartford*.

List of Officers and men paroled from the *Harriet Lane*.

Officers.—R. J. Richardson, assistant paymaster; T. N. Penrose, assistant surgeon; J. E. Cooper, third assistant engineer; R. N. Ellis, third assistant engineer; A. T. E. Mullin, third assistant engineer; C. M. Davis, acting master's mate; J. O. Taplin, paymaster's steward; Albert Sailor, captain forecandle; William Leech, coxswain; John Kear, coxswain; T. B. Hannum, quartermaster; George W. Davis, master at arms; William Abbott, quarter gunner; William Ray, boatswain's mate, R. T. Clifford, captain hold; J. A. Purrington, sailmaker's mate; William O'Reiley, surgeon's steward; Alfred Walton,

captain's cook; Charles Gibson, ship's cook; Alexander Corner, boatswain's mate; John Horricks, quarter gunner; James Foland, captain forecandle.

Seamen.—James Oney, H. T. Paul, John Breever, Alexander Steele, Charles Usher, Edward O'Brien.

Ordinary seamen.—Robert Buchanan, C. H. Williams, J. C. Nickle, James Boothby, Richard Hann, Carl Wessenfield, Edward Deweman.

Landsmen.—James Farson, William Martin, John Curran, John Budd, J. A. Marshall, William Metz, Christian Eisenhardt, James Frazer, Henry Gordon, David Hern, Thomas McCauley, J. H. Schaffer, James Stull, E. F. Kensil, John Doud, Joseph Clemmens, H. S. Adams, Michael Dorgan, Joseph Curry, Michael Cownens, E. S. Vaurelson, R. A. Shorte, George O. Simmons, William A. Conn.

Boys.—Alexander Stephens, William Smith, Robert Cummings, P. N. Curry, W. S. Jacoby, Frank Munson.

Firemen.—Peter O. Donohue; J. H. Hulton, first class; Thomas Holton, first class; R. G. Lewis, first class; Jonathan Carlin, first class; James Blaney, second class; William Patterson, second class; Thomas Donovan, second class; William Glorms, second class; Henry Burns, second class.

Coal heavers.—John Delargy, John Foley, Cornelius Leonard, Thomas Gerry, J. C. Johnson.

Deserted in Houston, Tex.—John Allison, Patrick Donovan, James Fallon, coal heavers.

R. J. RICHARDSON,
Assistant Paymaster.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting correspondence in connection with the death of Acting Master Monroe, U. S. Navy.

No. 54.]

FLAGSHIP HARTFORD,
New Orleans, February 24, 1863.

SIR: I have to report to the Department the death of Acting Master Willis F. Monroe, from wounds received in the affair at Galveston, Tex., on the 1st day of January. I have also to enclose the correspondence of Commodore H. H. Bell, relative to his burial, etc.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

[Enclosures.]

HEADQUARTERS EASTERN SUBDISTRICT OF TEXAS,
Galveston, February 2, 1863.

SIR: I have the honor to forward to you, under flag of truce, a communication addressed to you by Acting Master Dillingham, late commander of the *Morning Light*, and letters from several United States prisoners.

I regret to have to inform you that Lieutenant Monroe, of the *Harriet Lane*, died on the day before yesterday from wounds received in the action of the 1st of January. He was buried with military honors. If you so desire it, I shall send to Houston for his private property, which I will deliver to you as soon as obtained.

I am requested by Colonel [Valery] Sulakowski, C. S. Army, to enquire of you whether you would be disposed, if not inconsistent with your duties, to permit his sister-in-law, 15 years of age, to take passage on board the next transport ship visiting these waters, to return to New Orleans, where her mother resides.

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

X. B. DEBRAY,

Colonel, Commanding Eastern Subdistrict of Texas.

Commodore H. H. BELL,

Commanding U. S. Forces, off Galveston Island.

U. S. STEAM SLOOP BROOKLYN,

Off Galveston, February 9, 1863.

SIR: I had the honor Saturday, 7th instant, to receive your dispatch of February 2, enclosing a letter from Acting Master Dillingham, U. S. Navy, late commander of the ship *Morning Light*; also informing me of the death of Acting Master Willis F. Monroe, U. S. Navy, late of the steamer *Harriet Lane*; and that he was buried with military honors. For these rites, and for those shown the remains of the late Commander Wainwright, and of Lieutenant-Commander Lea, please accept my cordial acknowledgments.

It will be convenient to me to receive the private property of Mr. Monroe, which you inform me will be sent on board as soon as forwarded from Houston, whensoever it will be convenient for you to deliver it.

I would be happy to forward the young lady to her friends in New Orleans, but for the interdict of blockade, which applies as much to persons as to property.

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

H. H. BELL,

Commodore, Commanding U. S. Forces off Galveston.

Colonel X. B. DEBRAY, C. S. Navy,

Commanding East Subdistrict of Texas, Galveston, Tex.

Report of Commodore Bell, U. S. Navy, transmitting letter relative to an alleged violation of flag of truce in Galveston Harbor.

U. S. STEAM SLOOP BROOKLYN,

Off Galveston, Tex., January 11, 1863.

SIR: On the 9th General Magruder sent out a flag of truce with a note, stating that our vessels, under the late Captain Renshaw, have violated the flag of truce in this harbor on two different occasions, and as you are doubtless acquainted with all the particulars, and I with none of them, I refer his letter* to you, a copy of which and my reply thereto, are herewith enclosed.

Very respectfully, your obedient servant,

H. H. BELL,

Commodore.

Rear-Admiral D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron,

New Orleans, La.

* Not found.

[Enclosure.]

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, Tex., January 9, 1863.

SIR: I have the honor to acknowledge the receipt of your note of this date, borne by Major Eustis, of your staff, and Captain McGreal, of the Confederate Army, referring to an alleged violation of a flag of truce in the harbor of Galveston by the late Captain Renshaw, and asking "if the white flag is hereafter to be recognized and respected as a flag of truce?"

Having never violated a flag of truce myself, I shall require it, the white flag, when flying in some conspicuous place, to be respected by all persons under my command so long as it is respected and observed on the other side.

I am not acquainted with the infractions attributed to Captain Renshaw in the first part of your note, but will communicate the subject-matter to the proper authorities.

I will state in conclusion that I have heard from several respectable sources that firing of field guns and small arms was kept up without intermission by the Confederates from shore batteries in the town and on the point during the whole time that the white flag was flying on board the *Harriet Lane* after her capture, and on board the United States vessels, from which it is apparent that the white flag was disregarded by those under your command, although you were the first to display it.

I am, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Commanding Forces off Galveston, Tex.

Major-General J. BANKHEAD MAGRUDER,

Commanding Confederate Forces, Galveston, Tex.

Dispatch forwarded by Acting Master Huggins, U. S. Navy.

SOUTH WEST PASS, LA., January 3, 1863—1:45 p. m.

Major-General BANKS: I have received the following dispatch, which I hasten to communicate:

ON BOARD MARY BOARDMAN, January 3, 1863—12 noon.

Galveston was attacked by land and water on the morning of January 1. Colonel Burrell and his men were all killed or taken prisoners. Four rebel rams made an attack on the *Harriet Lane* and carried her by boarding. Captain Wainwright and Lieutenant Lea killed, and all the men killed or prisoners. The captain of the *Owasco* (Wilson) was killed. Commander Renshaw blew up the flagship *Westfield* to prevent her from falling into the hands of the enemy. He was killed, and also the first lieutenant, Zimmerman. Two barks loaded with coal fell into the hands of the rebels. We have some 70 men from the *Westfield* on board. They must have some arrangements for taking charge of them immediately on our arrival, as we have only our own crew.

WM. L. BURT,

Major and Aid-de-Camp, Staff of General Hamilton.

N. P. BANKS,

Commanding Department of the Gulf.

C. HUGGINS.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting the proceedings of the court of enquiry.

No. 10.]

FLAGSHIP HARTFORD,
New Orleans, January 18, 1863.

SIR: I have the honor herewith to enclose the proceedings of the

court of enquiry held in the case of the recent disaster at Galveston, also the report of the court.

I think you will perceive from these that there was no justification for either the destruction of the *Westfield* or for the abandoning of the *Harriet Lane* to her fate, and ultimately leaving the harbor. The enemy was evidently worsted, but as a ruse, aided, I fear, by the want of courage or fidelity on the part of the acting master from the *Lane*, they determined to hoist a flag of truce, go on board the commanding officer's vessel, offer to him the terms that he should take all his people out of the harbor in one vessel, abandoning the rest to them, and also make the statement, which they did, that all the officers and two-thirds of men were killed on board the *Lane*, which statement said master must have known to be untrue, if the testimony of the rebel witness (Parrie) is to be believed, viz, that she landed 110 men. The ruse had the desired effect, and our vessels were ordered by Commander Renshaw to leave the harbor, abandoning the *Lane* and blowing up the *Westfield*.

While relating the facts of this disaster, I must not forget to call your attention to the strong testimony in behalf of Acting Volunteer Masters Amos Johnson, commanding the *Sachem*, and A. T. Spear, commanding the *Corypheus* (yacht), and their respective officers and crews, who behaved with uncommon coolness and great courage from the commencement to the ending of the encounter, keeping up their fire for the protection of the soldiers on shore, and when ordered to abandon and destroy their vessels, persevered, although left entirely by themselves, and got both their vessels out; for which conduct I most respectfully recommend their promotion to the grade of acting volunteer lieutenants.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

[Enclosure.]

Proceedings of court of enquiry.

U. S. STEAM SLOOP HARTFORD,
At Anchor off New Orleans, January 12, 1863.

SIR: In conformity with your instructions, we proceed to state the facts in relation to the capture of Galveston, Tex., on the 1st of January, 1863, as elicited by the testimony before the court of enquiry.

The naval force in possession consisted of the *Westfield*, *Olfiston*, *Harriet Lane*, *Owasco*, *Sachem*, and *Corypheus*. The two latter had joined only two days previous to the attack, having come up from below, the *Sachem* (steamer) in a broken-down condition, and the *Corypheus* as her escort. The position of the vessels was as shown by the accompanying chart. The United States troops on shore consisted of 260 rank and file, commanded by Colonel [I. S.] Burrell, of the Forty-second Massachusetts Volunteers, occupying, by advice of the commanding naval officer, a wharf in the town.

It seems that the night previous to the attack, information had been received by the commanding officers of both land and naval forces that such an attempt might be made. At 1.30 a. m., on the 1st

of January, it being bright moonlight, some two or three rebel steamers were discovered in the bay above by the *Olifton*; the *Westfield* from the other channel likewise made the same discovery; the naval forces therefore were not taken by surprise. Very soon after, our troops on shore learned through their pickets that the artillery of the enemy was in possession of the market place, about one-quarter of a mile distant. The attack commenced on shore about 3 a. m., by the enemy upon our troops, which were defended by the *Sachem* and *Corypheus* with great energy, our troops only replying with musketry, having no artillery. About dawn, the *Harriet Lane* was attacked, or rather attacked two rebel steamers, one of which, the *Bayou City*, was armed with 68-pounder rifle gun, had 200 troops, and was barricaded with cotton bales some 20 feet from the water line. The other, the *Neptune*, was similarly barricaded, and was armed with two small brass pieces and 160 men (both were common river steamers). The *Harriet Lane* was underway in time and went up to the attack, firing her bow gun, which was answered by the rebels, but their 68-pounder burst at the third fire. The *Harriet Lane* ran into the *Bayou City*, carrying away her wheel-guard, passed her, and gave her a broadside, which did her little or no damage. The other rebel steamer then ran into the *Harriet Lane*, but was so disabled by the collision that she was soon afterwards obliged to back in on the flats, where she sank in about 8 feet of water, near to the scene of action. The *Bayou City* turned and ran into the *Harriet Lane*, and she remained secured to her by catching under her guard, pouring in incessant volleys of musketry, as did also the other steamer, which was returned by the *Harriet Lane* with musketry. This drove the *Harriet Lane's* men from her guns and probably wounded Commander Wainwright and Lieutenant Commander Lea, the latter mortally. She was then carried by boarding by the *Bayou City*, her commander summoned to surrender, which he refused, gallantly defending himself with his revolvers until killed. But 5 of the *Harriet Lane's* men were killed and 5 wounded; 110, exclusive of officers and wounded, were landed on shore, prisoners. Her commander and first lieutenant were buried on the following day on shore, in the cemetery, with the honors of war, and her other officers paroled.

The *Owasco*, which had been anchored below the town, coaling, the night before, got underway, moved up at the commencement of the attack, and engaged the enemy's artillery on shore. When it was light enough for her to observe that there were two rebel steamers alongside the *Harriet Lane*, she moved up to her assistance, grounding several times in so doing (owing to the narrowness of the channel). She could only occasionally bring her XI-inch gun to bear. She was soon driven back by the incessant fire of the enemy's musketry, and when the howitzers of the *Harriet Lane* opened on her, she concluded she had been captured, and backed down below the *Sachem* and *Corypheus*, continuing her engagement with the enemy on shore. She had all her rifle gun's crew wounded when above, and lost, in all, 1 man killed and 15 wounded.

The *Olifton*, before the action commenced, went around into Bolivar Channel to render assistance to the *Westfield*, who had got underway when the rebel steamers were first discovered; soon afterwards got hard and fast ashore, at high water, and then made a signal for assistance. While the *Olifton* was in the act of rendering this

assistance, the flashes of the enemy's guns were first seen in the town. Commander Renshaw then directed Lieutenant Commander Law to leave him and to return to the town. The moon had now gone down, and it became quite dark, yet the *Olfyton*, with some difficulty, got around into the other channel, opening her batteries upon Fort Point, which the rebels now had possession of, shelling them out and driving them up the beach as she neared the town. Here she anchored and continued the engagement, but did not proceed up to the rescue of the *Harriet Lane*, owing to the failure of the *Owasco*, the intricacy of the channel, and the apprehension of killing the crew of the *Harriet Lane*, who were then exposed by the rebels on her upper deck. It was now about 7.30 a. m.; a white flag was hoisted on the *Harriet Lane*; a boat bearing a flag of truce, with a rebel officer and an acting master of the *Harriet Lane*, came down to the *Olfyton*, informing her commander of the capture of the *Harriet Lane*, the death of her commander and first lieutenant, the killing and wounding of two-thirds of her crew, all of which was corroborated by the acting master.

Major [Leon] Smith, their commander, now proposed that our vessels should all surrender, and that one should be allowed, with the crews of all, to leave the harbor; otherwise, they would proceed down with the *Harriet Lane* and all their steamers (three more of which had appeared in sight after daylight, but were neither armed nor barricaded), and proceed to capture the gunboats in line. Lieutenant-Commander Law replied that he was not the commanding officer, and he could not imagine that such terms could be accepted; but that he would take the acting master of the *Harriet Lane* and proceed over to the *Westfield* and tender his proposal to Commander Renshaw. This he did, and went in his own boat. Flags of truce were at this time flying on our vessels and by the parties on shore. During the absence of Lieutenant-Commander Law, and under these flags of truce, the rebels coolly made prisoners of our troops on shore; got more of their artillery into position and towed the *Harriet Lane* alongside the wharf, though it had been understood that everything should remain in statu quo until an answer should have been received. Commander Renshaw refused to accede to the proposition, directed Lieutenant-Commander Law to return and get all the vessels out of port as soon as possible; and as he found he could not get the *Westfield* afloat, he should blow her up and go on board the army transports *Saxon* and *M. A. Boardman*, which were lying near him, with his officers and crew.

Upon Lieutenant-Commander Law's return to his vessel he proceeded to carry out these directions. The flags of truce were hauled down, the enemy firing upon the vessels as we then left the harbor. When the *Olfyton* was halfway toward the bar, her commander was informed by a boat from the *Westfield* that in the explosion of that vessel, which they observed some half hour before Commander [W. B.] Renshaw, Lieutenant [C. W.] Zimmerman, Engineer [W. R.] Greene, and some 10 or 15 of the crew had perished (the explosion being premature). Lieutenant-Commander Law now being commanding officer, proceeded to cross his vessels over the bar and finally concluded to abandon the blockade altogether, considering the *Owasco* as his only efficient vessel and regarding her as not equal to resist an attack from the *Harriet Lane*, should she come out for that

purpose. By 8 p. m., they had all left the blockade, although the commander of the *Clifton* had been notified by an officer on board the *M. A. Boardman* that another transport would be down within forty-eight hours, and requested that he would warn her off.

The vessels which were left in possession of the enemy were the *Harriet Lane* and two coal barks, the *Cavallo* and *Elias Pike*. The only injury sustained by the *Harriet Lane* appears to have been from an XI-inch shell under her counter, fired by the *Owasco*, and the damage to her guard from the collision.

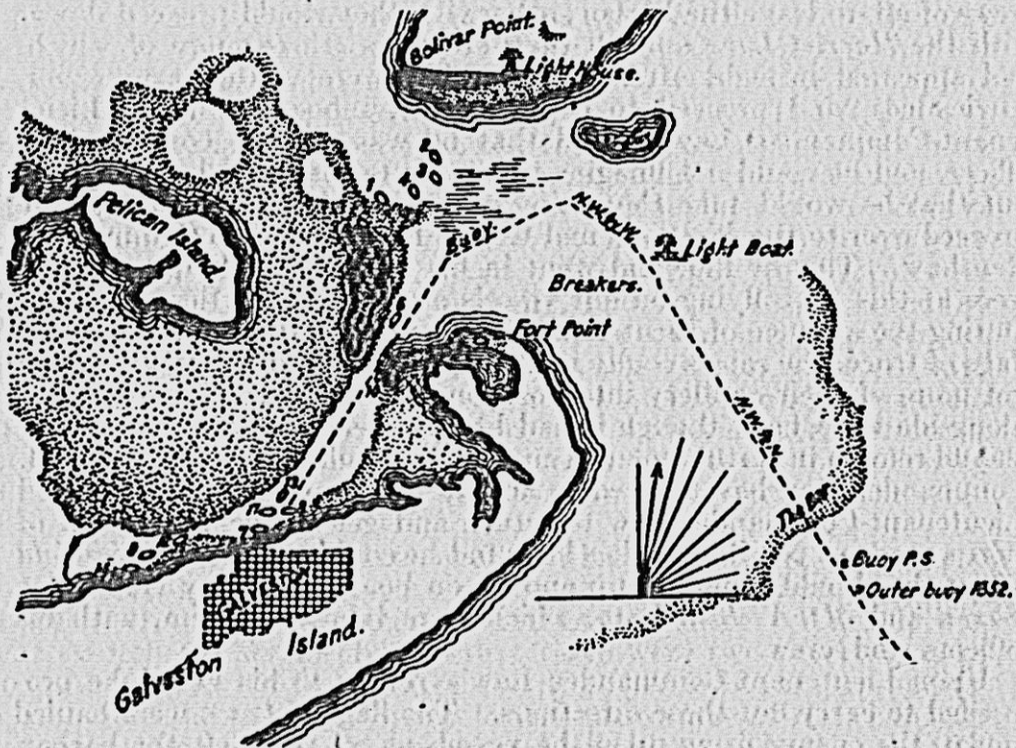
Very respectfully,

JAS. S. PALMER,
Captain.

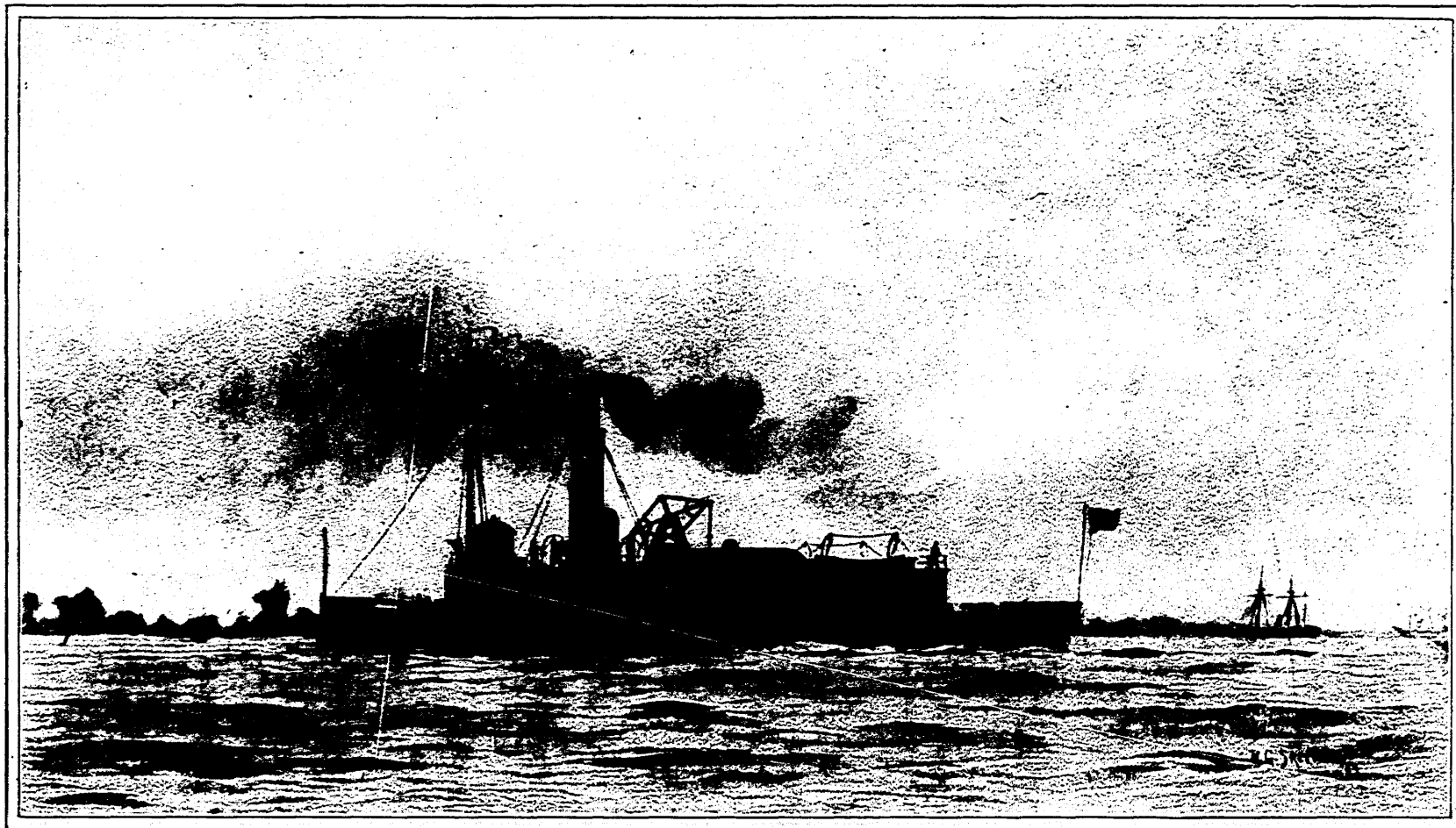
MELANOTON SMITH,
Captain.

L. A. KIMBERLY,
Lieutenant-Commander.

Rear Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.



1. The steamer *Westfield* aground where she blew up.
2. The transport steamer *Saxon*.
3. Steamer with commissary stores for army. } Got underway and went to sea after the engagement.
4. U. S. schooner *Velocity*.
5. Coal bark *Elias Pike*. } Taken possession of by rebel steamers after we left.
6. Coal bark *Cavallo*.
7. U. S. steamer *Sachem*. } While engaging the rebel batteries on shore.
8. U. S. schooner *Corypheus*.
9. U. S. steamer *Harriet Lane* during the engagement.
10. U. S. steamer *Owasco*, anchored on seeing signal "enemy on shore."
11. U. S. steamer *Owasco*, while engaging shore batteries and after firing into steamers and after capture of *Lane*.
12. U. S. steamer *Owasco* engaging shore batteries and the steamers (ran aground).
13. U. S. steamer *Clifton* came and anchored after capture of *Harriet Lane*.
14. }
15. }
16. } Enemy's steamers when first seen and while engaging *Lane* and on running aground, etc.
17. }
18. }



UNITED STATES STEAMER WESTFIELD.

Commendatory order from Rear-Admiral Farragut, U. S. Navy, to Acting Master Spear, U. S. Navy, commanding U. S. schooner *Corypheus*.

Special order.]

FLAGSHIP HARTFORD,
New Orleans, January 14, 1863.

SIR: The rear-admiral commanding is exceedingly well pleased with your conduct, as well as with that of your crew, during the evacuation of Galveston Harbor, Tex., on the 1st day of January, 1863, by our forces. As a mark of his appreciation of your gallantry he has recommended you to the Department for advancement, has made H. H. Nicholson (ordinary seaman) to be master's mate, and hereby directs the following rates be established among your crew, viz: Charles Wescott (seaman), to be quarter gunner; William Smith (seaman), to be captain of forecastle; Albert A. Clarke (ordinary seaman), to be ship's cook; Harry F. Stein (ordinary seaman) and Thomas Martin (ordinary seaman), to be seamen.

These rates to take effect from the 1st day of January, 1863.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master ALDEN T. SPEAR,
Commanding U. S. Yacht *Corypheus*.

Commendatory letter from Rear-Admiral Farragut, U. S. Navy, to Acting Master Spear, U. S. Navy, commanding U. S. schooner *Corypheus*, transmitting appointment as acting volunteer lieutenant.

FLAGSHIP HARTFORD,
Off New Orleans, February 19, 1863.

SIR: I herewith have the pleasure of forwarding to you your appointment as an acting volunteer lieutenant for the faithful performance of your duty under the most trying circumstances, when you had neither example nor authority to support you, but, on the contrary, both calling to you to betray that trust which your Government had reposed in you when it bestowed on you your original appointment; and hoping that you will never forget those inestimable words, "Reposing special trust and confidence in the patriotism, valor, fidelity, and abilities, I do appoint you an officer in the Navy."

I remain, your obedient servant,

[D. G. FARRAGUT,]
Rear-Admiral.

Acting Volunteer Lieutenant ALDEN T. SPEAR,
Commanding U. S. Schooner *Corypheus*.

Proclamation of Commodore Bell, U. S. Navy, announcing the coast of Texas as still under blockade of United States vessels.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 20, 1863.

Whereas a proclamation, dated Galveston, Tex., 4[5]th January, 1863, and signed J. Bankhead Magruder, major-general, commanding, declares the said port of Galveston to be open for trade with

all friendly nations, and invites their merchants to resume their usual commercial intercourse with the said port of Galveston:

Therefore the undersigned hereby warns all concerned that the port of Galveston, and also Sabine Pass, as well as the whole coast of Texas, are under an actual blockade by a sufficient force of United States vessels, and any merchant vessel appearing off the aforesaid ports, or attempting to pass out from the said ports, under any pretext whatever, will be captured, notwithstanding the aforesaid proclamation, and sent into an open port of the United States for adjudication.

H. H. BELL,
Commodore, Comdg. U. S. Forces off Galveston
and the Coast of Texas.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, to furnish report of casualties on the U. S. S. Harriet Lane.

NAVY DEPARTMENT, February 3, 1863.

SIR: The Department as yet has no information of the number of killed and wounded on board the *Harriet Lane*, or who they were. You will please endeavor to ascertain this fact, by flag of truce, if necessary, and also who are the survivors of the disaster and what disposition has been made of them, and any other facts connected with the disasters.

Communicate the result of your enquiries to the Department by the first opportunity.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT, etc.,
New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting duplicate list of casualties on board the U. S. S. Harriet Lane.

No. 46.]

FLAGSHIP HARTFORD,
New Orleans, February 17, 1863.

SIR: In reply to your dispatch of 3d instant, calling for the lists of killed and wounded on board the *Harriet Lane* and the particulars connected with the disaster, I have to state that I forwarded the lists, etc., to the Department by Paymaster Hellen, who left this port in the transport *North Star* on or about the 30th ultimo, and a duplicate list is herewith enclosed, by which you will see that there were but 5 killed and 8 or 10 wounded, only 5 severely and the rest slightly. The survivors at first were offered to be given up to Commodore Bell on parole, but subsequently General Magruder changed his mind and sent them to Vicksburg to be dealt with according to the wishes of the Confederate Government.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral

HON. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Sent \$200,000 by the *Circassian*, 6th March, 1863.

Report of Rear-Admiral Farragut U. S. Navy, announcing arrival at New Orleans of survivors from the U. S. vessels *Harriet Lane* and *Queen of the West*.

No. 56.]

FLAGSHIP HARTFORD,
New Orleans, February 26, 1863.

SIR: I have to report the arrival here of Assistant Surgeon [T. N.] Penrose, Paymaster R. J. Richardson, Third Assistant Engineers J. E. Cooper, R. N. Ellis, A. T. E. Mullin, Acting Master's Mate C. M. Davis, and 77 of the crew of the *Harriet Lane*; also the assistant surgeon and 20 of the crew of the ram *Queen of the West*. They came down to Port Hudson under a flag of truce. Having come from Houston, Tex., they were obliged to perform a march of 100 miles across the country. Acting Masters J. A. Hannum and C. H. Hamilton and Second Assistant Engineers M. H. Plunkett and C. H. Stone were retained in Houston, Tex., under the recent proclamation of Jefferson Davis. Acting Master's Mate Davis reports the desertion in Houston, Tex., of John Lalone (coal heaver) and Jos. Bently (gunner's mate), of the *Harriet Lane*.

As the exchange of prisoners only extends to the 11th December, 1862, I shall allow Assistant Surgeon Penrose, who appears a little delicate, to return North, and will keep the crew of the *Lane* until another exchange is made, when we will have them here for the use of the squadron.

We are still in great need of both officers and men, although I have within a few weeks shipped upward of 80 men.

Very respectfully, etc.

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting list of casualties and those paroled from the U. S. vessels *Harriet Lane* and *Queen of the West*.

No. 68.]

FLAGSHIP HARTFORD;
New Orleans, March 2, 1863.

SIR: I have the honor herewith to enclose the report of the surgeon of the *Harriet Lane* (A B), and also a list of officers and men paroled from that vessel (C), and from the *Queen of the West* (D).

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

NEW ORLEANS, February 26, 1863.

SIR: You will please find enclosed my official report of the casualties occurring on board of the U. S. S. *Harriet Lane*, in the engagement in Galveston Bay, January 1, 1863.

A large majority of those reported as wounded had recovered sufficiently to be able to travel by the time we were ordered to prepare for the journey. I therefore brought them on with me.

Of the 4 wounded left at the hospital in Houston, 3 had recovered sufficiently to be able to walk slowly around the hospital grounds. There were also 4 sick men left in the hospital. All under the care of Surgeon A. J. Cummings, of the Forty-second Regiment Massachusetts Volunteers, who agreed to remain a short time longer with the sick, as he had quite a number of his regiment there, if I would make the journey with all of the men coming home, and attend to them on the route. And, sir, it was fortunate, indeed, that there was a medical officer with them, for it proved, as we feared it would, a journey attended with much sickness.

Hoping, sir, that the course I have pursued in remaining so long with my wounded will meet with your approval,

I am, respectfully, your obedient servant,

THOS. N. PENROSE,
Assistant Surgeon.

Report of Major-General Banks, U. S. Army, transmitting detailed report of Major Burt, of Governor Hamilton's staff.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La.; January 7, 1863.

SIR: Upon the departure of the last mail vessel I forwarded a dispatch received at the last moment from Major Burt, of the staff of General Hamilton, governor of Texas, giving a brief account of the disaster at Galveston, Tex. The chief incidents have since been confirmed. The extent of the loss on the part of the Government is as follows:

The capture of the *Harriet Lane*, the destruction of the *Westfield* (by order of her commander, who was killed by the explosion), and two coal transports lying at Galveston. Three companies of the Forty-second Massachusetts Volunteers, Colonel Burrell commanding, which had landed on the wharf under the protection of the fleet two days before, were also captured. The balance of the regiment, with a battery of artillery and a detachment of Texas cavalry, were on the way to Galveston, but had not landed when the attack was made. They have all returned to the city of New Orleans. The loss of the army is limited to the companies of the Forty-second Massachusetts, 260 men in all. A full report of the affair from Major Burt is forwarded to the Department. It is unofficial, Major Burt not being mustered into the service of the United States, and serving on the staff of General Hamilton by direction of Governor Andrew, of Massachusetts, but his statements are all worthy of implicit credit.

The attack upon the fleet had unquestionably been long considered and was very skillfully executed. The presence of the small detachment of troops only added to the means of defense very slightly, of course, and to the extent of the loss. The *Cambria* returned from Galveston last evening with the detachment of Texan troops. She was at Galveston forty-eight hours without positive knowledge of what had transpired. At that time a pilot came out to take her into the harbor, but suspicions having been excited by the movements of

the people on shore, as well as those of the pilot himself, he was compelled to come on board the *Cambria*, forced to disclose the condition of affairs, and was brought to this city.

The detachment of troops was sent to Galveston upon the suggestion of Admiral Farragut and upon the statement of General Butler that he had contemplated ordering a small force there to assist in recruiting Texas refugees. It was supposed that the fleet made the occupation of the part of the island adjacent to the gunboats perfectly secure. It would not, however, have been sent forward so soon after my arrival had it not been for the impatience of General Hamilton. When it became known that our destination was New Orleans and not Texas, which was not until our arrival here, those connected with him became very violent and denounced unsparingly the Government and all connected with the expedition for what was called bad faith in its management.

* * * * *

It was mainly the impatience of these people that prompted me to forward the detachment to Galveston, but only upon the concurrence of Admiral Farragut and General Butler as to its expedience and safety. Such is a full statement of my participation in this affair.

I have the honor to be, with much respect, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Major-General HALLECK,

Commander in Chief U. S. Army.

[Enclosure.]

MY DEAR GENERAL: At your request I have furnished the following brief and informal statement of the affair at Galveston, Tex., January 1, 1863:

I was on board the transport propeller *Mary A. Boardman*, lying at anchor near the flagship *Westfield*, on the morning of the 1st instant. The first warning of an attack was the appearance of four rebel gunboats coming down the bay toward the city at about 3 a. m. At this time the moon was shining brightly and objects could be seen at considerable distance, but soon after the moon went down and it became hazy and very dark. Soon after the moon went down a land attack upon the city was signaled from the *Harriet Lane*, which lay at the extreme upper part of the city.

The *Westfield*, in endeavoring to run up to the assistance of the town, got aground on Pelican Island, near us, where she lay useless through the fight, and where she was finally blown up by Commander Renshaw. The gunboat *Olfiston* came to her assistance, but was unable to get her off, and while she was there the attack commenced upon the *Harriet Lane* and upon the town. This was about 4 o'clock in the morning.

The only land force in Galveston consisted of companies D, G, and I, of the Forty-second Massachusetts, under the command of Colonel Burrell. These men were located upon one of the wharves, and the attack upon them appeared to be with musketry and artillery in the streets and from the buildings, two pieces of artillery appearing to be located in the second story of a warehouse, controlling the wharf.

The attack made at the same time upon the *Harriet Lane* was by

two rebel gunboats running directly on and closing with her, and by artillery from the shore and musketry from the buildings.

As the *Clifton* returned from the *Westfield* toward the wharf, a battery of two guns, which had been placed on Fort Point during the night, opened upon her. These guns had been placed in the same fortifications from which the gunboats had driven the rebels when we first took possession of the city. The fortifications had not been leveled by our forces after securing possession of them.

The firing was continuous in the city and from the gunboats until daylight, the firing from the *Harriet Lane* slackening first. At this time two rebel gunboats, one partially burned and sunk, appeared close by the *Harriet Lane*, and two more, one a ram covered with a roof, plated with bars of iron resembling railroad iron, and another a Mississippi steamboat, shielded by cotton to the height of 25 feet or more, the top covered thickly with sharpshooters, were lying directly opposite our vessel, heading toward the wharf, and one other Mississippi boat, some 2 miles farther up the bay, was coming down.

It proved that the *Harriet Lane* had been carried by boarding, her captain, Wainwright, killed, her first lieutenant, Lea, mortally wounded, and all her men and officers either killed or taken prisoners, some 130 in number. Soon the *Owasco* and *Clifton*, gunboats, raised white flags, and Captain Law started in his boat from the *Clifton* to the *Westfield* and had an interview with Commander Renshaw. Our vessel, the *Mary Boardman*, was then alongside the *Westfield*, having endeavored to haul her off. As soon as Captain Law left for his own vessel Commander Renshaw sent an officer to us saying that he was going to blow up the *Westfield*, and requesting us to assist in taking off her men and whatever could be saved. I remonstrated with this officer that it was unnecessary, and that the whole force could lie by and protect the *Westfield* until the tide turned (which was then running out), when she would float and we could save her, and as she was heavily armed and of light draft, she was invaluable. I also requested the commander to come on board. This remonstrance was repeated to every officer that came to my vessel with men. We received on board the men and their baggage, with the property of their ship, until our decks would hold no more, and the rest was placed on the transport *Saxon*.

At about 10 a. m., while the commander's boat and crew and second cutter and crew were at the *Westfield* to receive the last man, the commander, having poured turpentine over the forward magazine and just over where she was aground, set her on fire with his own hand. He stepped down into his boat, in which were First Lieutenant Zimmerman, Chief Engineer Greene, and two oarsmen. The magazine immediately exploded, tearing the bow of the vessel open and blowing her to pieces to the water's edge and back to the smoke-stack.

After the explosion no living thing could be seen. She did not sink, being aground; and her guns aft, which were double shotted and run out, as the flames should reach them, threatened us, at the short distance we were from her, with destruction, which might have been foreseen when she was fired.

Acting Sailing Master [L. D.] Smalley took charge of us as pilot, and we started for the bar. It was evident that we could not get

over with what we had on board, and we threw overboard everything on deck except what belonged to the men of the *Westfield*. We went over the bar, striking very heavily, followed by the *Saxon*, two small schooners, the *Clifton*, *Owasco*, and *Sachem*, gunboats, leaving the *Harriet Lane* in the hands of the rebels, with two barks loaded with coal and one small schooner.

All the men of the Forty-second Regiment Massachusetts Volunteers who were on shore, except the adjutant, were killed or taken prisoners; he escaped in a small boat. No attempt was made by the officers of any of the gunboats to communicate with the city, and no effort to obtain the wounded or to learn who were killed or who wounded in any way. Captain Law, who was the senior officer, ordered the men on board our vessels to New Orleans. Before starting I informed him that the transport *Cambria*, from New Orleans, would be at Galveston with men within forty-eight hours and to warn her off.

We brought to New Orleans between 70 and 80 men from the *Westfield*, arriving on the morning of January 4, and a few hours later I was astonished to learn that we were followed by all the gunboats and that Galveston Harbor had been left entirely unprotected.

The rebel land force, probably not less than 3,000 men, was commanded by General Magruder. The railroad and bridge from the mainland to Galveston, which had never been cut by us, and which was in full control and use of the rebels, furnished them an easy and rapid means of transportation and attack, and was undoubtedly one of the prime causes of the disaster.

Respectfully,

WM. L. BURT,

Major and Aid-de-Camp to Brigadier-General Hamilton.

Major-General BANKS,

Commanding Department of the Gulf.

Report of Lieutenant Davis, U. S. Army, Adjutant Forty-second Massachusetts Infantry.

HDQRS. FORTY-SECOND MASSACHUSETTS MILITIA,
In Camp at Carrollton, La., January 10, 1863.

GENERAL: I have to report that on the 21st of December, 1862, Companies G, D, and I, of this regiment, under command of Colonel I. S. Burrell, left New Orleans in the steamer *Saxon* for Galveston (the remaining companies were to proceed thither as fast as they arrived here). Colonel Burrell's orders were to land and take the post. He also received from the chief quartermaster same verbal advice to consult with the commander of the naval force there in reference to the course he would pursue on arrival. We arrived there on the 24th. Colonel Burrell immediately consulted with Commodore Renshaw, of the gunboat *Westfield*, in command, and by his advice we landed on Kuhn's Wharf on the morning of the 25th. On several subsequent occasions the officers of the gunboat assured us of entire and perfect safety in our position against any attack of the enemy.

About 3 o'clock on the morning of January 1, 1863, soon after the moon had gone down, our pickets were driven in by the enemy, who were advancing with their artillery. We instantly formed in line

on the wharf behind our barricades, and at the same time we signaled the gunboats that the enemy were upon us.

The enemy then opened fire on us with his artillery, which was responded to by the gunboats. Our quarters had been a wooden building on the wharf which we had barricaded on the inside. We had also barricaded the wharf in two places. At this building most of the enemy's shots were directed, and it was there that most of our damage was received. An attempt of the enemy to capture us at one time before daylight was successfully resisted by our men.

Soon after daylight we discovered four rebel gunboats and a ram making for our fleet. They succeeded in capturing the *Harriet Lane*. At 8 o'clock a. m. a flag of truce was raised by the enemy on the *Harriet Lane* and on shore. Flags of truce were then raised by the several gunboats, and finally by Colonel Burrell on the wharf. Colonel Burrell not having any information as to the reason of this cessation of firing, then ordered me to go on board the gunboats and find out the object of the flags of truce, and also to get the gunboats to come up to the wharf and take our men off, the enemy being too strong for us to contend against on shore. I got on board the *Owasco*, the *Westfield* being aground some 3 miles farther off. Captain Law, of the *Clifton*, had gone on board the *Westfield*, and while awaiting his return, in order to get an answer to my request, I saw from the deck of the *Owasco* our men being marched off prisoners by the enemy. This was done while the flags of truce were still flying at all points. On Captain Law's return he informed me that the gunboats would proceed to sea immediately; so, finding our men had been captured, by advice of naval officers, I remained on board the gunboat and proceeded to New Orleans and reported in person to Major-General Banks.

I do not think that over 20 of our men were wounded, and I do not know that any were killed. In addition to the three companies mentioned, with their officers, there were taken prisoners Colonel I. S. Burrell, Surgeon A. J. Cummings, Chaplain George J. Sanger, also Lieutenant B. S. Stowell, of Company E.

We had entrenching tools for 500 men, some thirty days' commissary supplies, with three months' medical stores, and about 25,000 rounds of ammunition, all of which were lost, as also, I regret to say, were both of our regimental colors. The force of the enemy on shore was not less than 3,000 troops, with some twenty pieces of artillery, most of them being apparently 12-pounders, with some rifled guns. They had also planted on the eastern part of the island three 30-pounder rifled Parrott guns.

According to their own account there were not less than the same number of troops on the various gunboats. I know nothing of the loss of the enemy, but judge it must have been large. The gunboat *Westfield*, being aground, was blown up to prevent its falling into the hands of the enemy, Commander Renshaw, with 4 of his chief officers and 6 of his men, being blown up in her.

I have to say that everything possible was done by our men that could be. They held clear the wharf on which we were situated until the flags of truce were raised; also drove the enemy from one of his guns, and by their well-directed fire prevented its being retaken again during the action.

The remaining seven companies of the regiment are now in camp at this place under command of Lieutenant-Colonel J. Stedman.

I have the honor to remain, general, respectfully, your obedient servant,

CHARLES A. DAVIS,

Adjutant Forty-second Regiment Massachusetts Volunteers.

Brigadier-General WILLIAM SCHOULER,
Adjutant-General of Massachusetts.

Report of Assistant Engineer Long, U. S. Army.

NEW ORLEANS, LA., *January 10, 1863.*

SIR: I have the honor to submit the following account of the attack on the United States forces at Galveston, Tex., on the morning of the 1st of January, 1863:

The troops sent from New Orleans, consisting of three companies (D, G, and I) of the Forty-second Massachusetts Volunteers, commanded by Colonel I. S. Burrell, landed on Kuhn's wharf on the 25th of December. It had been intended to land on Pelican Spit, where there are United States barracks, but Commanders Renshaw, Wainwright and Law, U. S. Navy, strongly advised Colonel Burrell to occupy the wharf, as the best place where his men could be under the protection of the gunboats.

Patrols were sent through the city by day, pickets were posted at the corners of the main streets, and a lookout kept from the cupola of Hendley's building, which commanded a view of the whole city and suburbs. At night, however, the pickets were drawn in near the head of the wharf.

A barricade was made across the head of the wharf and part of the planking torn up.

Four or five refugees, who had been hiding in the town, came to the wharf and remained there at night for protection, and were of much service on account of the information they obtained from time to time of the enemy's movements.

Parties of rebel cavalry used to come into town at night. They generally came along the beach, where they were concealed by the range of sand hills along the Gulf shore, and on reaching the suburbs would separate and go through the city in squads of two or three. Before daylight they would rendezvous at a place called Schmidt's Garden and return to Eagle Grove the same way they came.

On the 30th December the refugees who stayed on the wharf reported that there was a rumor in town that an attack would be made on the troops that night. In order to be prepared, I constructed a second barricade in the position shown by the accompanying sketch and the planks torn up. This barricade was built of planks, timber, and barrels of plaster, which were found in the warehouse on the wharf. An entrance was left in the center, and bales of cotton and bags of cotton seed kept near by to close it when necessary.

The pickets were driven in about 11 o'clock at night by a party of cavalry, but no attack was made that night.

Shortly after 1 a. m. on the 1st instant the pickets came in and reported that there was artillery in the market place. Captain Sherive went out to reconnoiter and confirmed the report. Colonel Burrell posted his men behind the barricade, signaled to the gunboats, and prepared for the attack. Between 2 and 3 a. m. the enemy opened fire from twelve or fifteen pieces of field artillery, to which the gunboats replied.

The fire from shore seemed to be directed principally upon the warehouse, where the men slept, but as they were all lying down behind the barricade there were but few wounded.

After an hour's firing an attempt was made to carry the wharf by an infantry assault, which was repulsed by our men, and at the same time a gun was planted on the end of the brick wharf so as to enfilade the barricade, but the gunners were driven from their piece after their first fire.

After the moon went down (between 4 and 5 o'clock) the *Harriet Lane* was attacked by three armed river boats. About 500 infantry were on board each boat, protected by cotton bales, which were piled up on the decks. The *Lane* engaged the foremost of the boats, ran into and sank it, but her bowsprit and rigging got foul in some manner, and before it was cleared the two other boats ran one on each side of her and the infantry behind the cotton bales poured a terrific fire upon the deck of the *Lane*, which in a very short time almost annihilated her crew. The enemy then boarded and took her.

When these three boats attacked the *Lane* two others were seen to the west of Pelican Island, threatening to come down Bolivar Channel, where the *Westfield* lay. Commander Renshaw attempted to get underway, but grounded. The *Olifton* was signaled to, and came to the assistance of the *Westfield*, but could not get her off. By this time the rebels had got two or three pieces of heavy artillery in position at Fort Point and opened fire from them. The *Olifton* went down toward the point, engaged and silenced the battery, then went up to the town and, together with the *Owasco*, turned her guns upon the *Lane* and her captors. After firing a short time a flag of truce was raised on the *Lane*, and a boat with some rebel officers put off for the *Olifton*. The object of this flag I did not ascertain.

It was now about 8 o'clock. Captain Renshaw ordered the *Saxon* and *Mary Boardman* to come near the *Westfield* and take off her crew, as he intended to blow her up. The crew was all got off with the exception of Captain Renshaw, Lieutenant Zimmerman, two other officers, and the crew of the captain's gig, who remained until the last to fire the vessel. The fire was applied, Captain Renshaw was descending the ladder, and all the rest were in the boat, when (at 8:45) the after magazine prematurely exploded, and they were all blown up with the vessel.

The steamers then got underway and ran out under the fire from the battery at Fort Point. Two of the enemy's boats started in pursuit, but did not dare to cross the bar. The transports then left for New Orleans, and the gunboats remained to blockade the harbor.

The loss on shore, according to Adjutant Davis, of the *Forty-second*, who escaped, was 2 killed and 15 or 20 wounded. The remainder are all prisoners, as are the survivors on board the *Harriet Lane*.

The accompanying map shows the positions of the vessels during

the engagement, and also the places referred to in the preceding report.

I am, sir, very respectfully, your obedient servant,
 W. S. LONG,
Assistant Engineer.

Major D. C. HOUSTON,
Chief Engineer, Department of the Gulf.

List of prisoners in confinement in Houston, taken on board the U. S. S. *Harriet Lane*, in Galveston Harbor, January 1, 1863.

HOUSTON, *April 1, 1863.*

J. A. Hannum,* acting master; C. H. Hamilton,* acting master; M. H. Plunkett,* second assistant engineer; C. H. Stone,* second assistant engineer; Daniel Morris, carpenter's mate, died July 19, 1863; John O. McDermott,† seaman; F. P. Burke, yeoman; Henry Woodfield, ordinary seaman; Peter Jackson,† ordinary seaman; Allen Dodd, landsman; Daniel Haggerty,† ordinary seaman; Jos. Cummings, boy; William Galway,† second-class fireman; Joseph Bently, gunner's mate; Harry Bross, quartermaster, died in the hospital of disease of the heart on 12th March; John Lalone, coal heaver, took the oath of allegiance to the Confederacy, was released from confinement, and states that he is employed at his trade as a millwright by a private individual.

Colored: Nicholas Wheeler, coal heaver; Theodore Penn, captain's steward; George Brown, captain's cook; Horace Lukens, boy; Henry Burrell, boy.

J. A. HANNUM,
Acting Master, U. S. Navy, late of U. S. S. Harriet Lane.

Paroled: Acting Ensign Paul Borner, John Smith, seaman; Charles Zimmerman, seaman; Daniel Hennessy, ordinary seaman; John Griffin, landsman, of the U. S. S. *Kineo*, captured near Velasco, Tex., May 22, 1864, while in charge of the schooner *Sting Ray*.

See report of Lieutenant-Commander Jno. Watters, May 23, 1864.

List of officers and men of the Forty-second Massachusetts Volunteers.

Isaac S. Burrell, colonel; Ariel J. Cummings, surgeon; Alfred N. Proctor, captain; George Sherive, captain; Cyrus Savage, captain; Thaddeus H. Newcomb, lieutenant; William H. Cowdin, lieutenant; Darius F. Eddy, lieutenant; Samuel F. White, lieutenant; Benjamin F. Bartlett, lieutenant; Brown S. Stowell, lieutenant; David L. Wentworth, ordnance sergeant; Samuel R. Hersey, private; Joseph W. D. Parker, private; Edwin F. Joslynn, private; J. O'Shaughnessy, private; Frank Morrill, private; Dennis Daley, private; Joseph McLaughlin, private; G. F. Veazie, servant (not enlisted); Charles Amos, servant,

* Paroled.

† Escaped.

colored (not enlisted); Charles F. Revaleon, servant, colored (not enlisted).

I. S. BURRELL,
Colonel Forty-second Regiment Massachusetts Volunteers.

Unofficial statement of Colonel Burrell, commanding Forty-second Regiment Massachusetts Volunteers.

The following document is not to be considered or used as official in any way, but as strictly personal.

ISAAC S. BURRELL,
Colonel Forty-second Regiment Massachusetts Volunteers.

Statement in relation to the surrender of a portion of the Forty-second Regiment Massachusetts Volunteers at Galveston, Tex., on the morning of January 1, A. D. 1863, to the Confederate forces under command of Major-General J. B. Magruder with the circumstances attending the surrender.

After the steamer *Harriet Lane* had raised the white flag in token of surrender the white flag was also raised by the Forty-second Regiment by order of the colonel commanding; but the fire continuing for ten or fifteen minutes from the wharf and the brick building above Kuhn's Wharf, where the Forty-second Regiment was stationed, when Brigadier-General Scurry came down to Kuhn's Wharf and demanded the unconditional surrender of the troops on the wharf the firing ceased and was not resumed so far as the wharf is concerned.

The surrender was made immediately and the battle terminated so far as the Forty-second Regiment was concerned. Between the time the white flag was raised on the wharf and the cessation of the firing only one man was wounded and none killed.

This statement is made in justice to Brigadier-General Scurry, who, by his gentlemanly conduct and uniform kindness to officers and privates, is entitled to the grateful remembrance of the whole command. We believe that the firing after the white flag was raised was unknown to him and against his will or orders.

The flag of truce was not raised on the wharf by the Forty-second Regiment until every vessel in the harbor had raised one.

When the demand for surrender was made by Brigadier-General Scurry the colonel of the Forty-second Regiment asked to be allowed the same time given to the fleet for consideration (three hours), but his request was refused.

Having carefully examined the above statement I believe it to be true in every point, and accordingly I have affixed my signature thereto.

ISAAC S. BURRELL,
Colonel Forty-second Regiment Massachusetts Volunteers.

HOUSTON, TEX., *January 23, 1863.*

This statement, made by Colonel Burrell, commanding detachment of the Forty-second Regiment Massachusetts Volunteers, captured at Galveston on the 1st instant, it will be seen, agrees in every important particular with the statement furnished by me in my

communication to Commodore Bell. Our naval officers distinctly state that the white flag hoisted on board the ship did not apply to the land force. Captain Lubbock, the commander of one of our gunboats, who arranged with the senior officer in command of the Federal fleet the terms of the truce, stated on his return from the Federal flagship to Brigadier-General Scurry, in the presence of Colonel Burrell, that the land troops were not embraced in these terms, either directly or indirectly, he having been sent by Captain Leon Smith, commanding our fleet of gunboats, to demand the surrender of the rest of the Federal fleet and to give the Federal commander three hours' time to accept or decline his demand, during which time the fire was to cease between the ships. I knew nothing of the arrangements, nor did any officer ashore, and when Captain Lubbock, on his return, touched at Kuhn's Wharf, where the Forty-second Massachusetts Regiment was stationed, he gave the above information to Brigadier-General Scurry in the presence of Colonel Burrell, and the latter surrendered unconditionally, after his request to be allowed the same time given the ships was refused. Had the Federal commander of the land forces been in superior force to myself and engaged in battle ashore he would certainly have prosecuted his advantage to the utmost, regardless of a truce between two fleets which he had not authorized. If necessary, I think it can be fully established also that the Federal troops ashore were ready to surrender the moment daylight gave them an opportunity of doing so, and would have done it even before daylight had it been possible.

I have to state that I am informed by Brigadier-General Scurry, who was in that portion of the battle, that the white flag displayed from Kuhn's Wharf was respected the moment it was seen.

J. BANKHEAD MAGRUDER.

General Order No. 28.

JANUARY 7, 1864.

Publishing the finding and sentence of naval general court-martial in the case of Lieutenant-Commander Richard L. Law, tried on the following charges:

CHARGE I: Not doing his utmost to capture or destroy a vessel which it was his duty to encounter.

Specification.—In this, that on or about the first day of January, in the year eighteen hundred and sixty-three, the said Lieutenant-Commander Richard L. Law, being in command of the United States steamer *Olfyton*, stationed at Galveston, Texas, failed to do his utmost to capture or destroy the steamer *Harriet Lane*, then in the possession of the rebels at Galveston.

CHARGE II: Leaving his station, in time of war, before regularly relieved.

Specification.—In this, that on or about the first day of January, in the year eighteen hundred and sixty-three, the said Lieutenant-Commander Richard L. Law, being then in command of the United States steamer *Olfyton*, and stationed at Galveston, Texas, on blockading duty, left the said station without permission, and without having been regularly relieved.

Specifications proven, and of the charges found guilty. Sentenced to be dismissed the Naval Service.

Recommendation of court.

It appearing from the evidence that Lieutenant-Commander R. L. Law behaved with gallantry in his attack upon the battery at Fort Point and the batteries of the town, and from the testimony of Rear-Admiral Farragut, that he bore a high character as an officer and a gentleman during the whole course of his professional career up to January 1, 1863, the court do unanimously recommend him to the clemency of the revising power.

Upon a revision of the record in this case, the finding and sentence of the court have been approved. The offenses of which the accused was convicted, when committed in time of war, are made punishable by the act for the better government of the Navy by death, "or such other punishment as a court-martial shall adjudge." An officer could not well be convicted of offenses more derogatory to his professional character nor more imperatively requiring an example of severe punishment.

In consideration, however, of the facts stated in the recommendation of the court, and of other mitigating circumstances which appear in the case, the President has been pleased to yield to the appeal to his clemency and to mitigate the punishment awarded to suspension from rank and duty for three years, the first six months of the said term without pay.

Lieutenant-Commander Law will accordingly be considered as so suspended from this date.

GIDEON WELLES,
Secretary of the Navy.

Report of Major-General Magruder, U. S. Army.

HEADQUARTERS,
Galveston, Tex., January 1, 1863.

GENERAL: This morning, the 1st of January, at 3 o'clock, I attacked the enemy's fleet and garrison at this place and captured the latter and the steamer *Harriet Lane*, two barks, and a schooner of the former. The rest, some four or five in number, escaped ignominiously under cover of a flag of truce. I have about 600 prisoners and a large quantity of valuable stores, arms, etc. The *Harriet Lane* is very little injured. She was carried by boarding from two high-pressure cotton steamers, manned by Texas cavalry and artillery. The line troops were gallantly commanded by Colonel Thomas Green, of Sibley's brigade, and the ships and artillery by Major Leon Smith, to whose indomitable energy and heroic daring the country is indebted for the successful execution of a plan which I had conceived for the destruction of the enemy's fleet. Colonel [A. P.] Bagby, of Sibley's brigade, also commanded the volunteers, and every man won for himself imperishable renown.

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

J. BANKHEAD MAGRUDER,
Major-General, Comdg. Dept. of Texas, New Mexico, and Arizona.

General S. COOPER,
Adjutant and Inspector-General.

P. S.—*January 3, 1863.*—Commodore Renshaw's flagship, the *Westfield*, was blown up by him to avoid capture. Her armament is now, however, being brought up from the water uninjured. A small steam propeller was so much injured while going out under flag of truce that she is reported to have sunk on the bar. Thus the enemy only saved three vessels out of a fleet of eight vessels.

J. B. M.,
Major-General, Commanding.

Additional report of Major-General Magruder, U. S. Army.

HDQRS. DIST. OF TEXAS, NEW MEXICO, AND ARIZONA,
Galveston, Tex., January 2, 1863.

SIR: I forgot to mention in my report that the *Westfield*, the flagship of Commodore Renshaw, was run on shore during the fight and blown up. The fleet consisted of the *Harriet Lane*, the *Westfield*, the *Owasco*, the *Clifton*, the *Sachem*, two barks, and a schooner. The *Owasco*, the *Clifton*, and the *Sachem* escaped under a flag of truce, so that the harbor of Galveston was entered under a flag of truce and left by the same flagrant violation of military propriety. We captured one heavy rifled gun, and the guns of the *Westfield* will be raised and it is hoped will soon be in our use.

I have ascertained upon further enquiry that the number of prisoners who fell into our hands was 350, exclusive of officers. The ships of the enemy which escaped, after anchoring on the outside of the harbor, sailed during the night of the 1st, it is supposed for New Orleans. We are preparing to give them a warm reception should they return with a larger fleet. Our loss will not exceed 25 killed and 50 wounded. Captain Wainright and Lieutenant Lea, executive officer of the *Harriet Lane*, were both killed, the former by Major Leon Smith in close quarters. I am greatly indebted to ~~Brigadier~~ General W. R. Scurry and Colonel Debray for valuable services at a critical period of the action, and will do justice to them and other gallant officers in my detailed report.

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

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

General S. COOPER.

Proclamation of Major-General Magruder, U. S. Army, announcing the raising of the blockade of Galveston.

HDQRS. DEPT. OF TEXAS, NEW MEXICO, AND ARIZONA,
Galveston, Tex., January 5, 1863.

Whereas the undersigned has succeeded in capturing and destroying a portion of the enemy's fleet and in driving the remainder out of Galveston Harbor and beyond the neighboring waters and thus raising the blockade virtually, he therefore proclaims to all concerned that the harbor of Galveston is open for trade to all friendly nations, and their merchants are invited to resume their usual intercourse with this port.

Done at Galveston this the fifth day of January, eighteen hundred and sixty-three.

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Report of Major-General Magruder, U. S. Army, requesting that the captured U. S. S. *Harriet Lane* be placed in commission under Captain Leon Smith.

HEADQUARTERS,
Galveston, Tex., January 6, 1863.

SIR: Having captured the steamer *Harriet Lane*, but slightly damaged, with her full armament on board, I have the honor to request

that she be put in commission as a war steamer, with Captain Leon Smith, who commanded the expedition by which she was captured, as captain. I beg that Captain Leon Smith be appointed a post captain in the Provisional Navy, for which he is in every way well qualified.

I have the honor, urgently but respectfully, to request that Lieutenant Catesby ap R. Jones, of the Navy, be ordered to report to me to relieve Captain Hunter. I applied for Lieutenant Jones last summer; he was anxious to come, but the Navy Department declined. With his assistance I could have had by this time a fleet of ten or fifteen sea-going vessels, all armed. Please send also four or five good young navy officers. I would prefer them to volunteers, but time is everything. Captain Leon Smith's practical experience and resources as a commander for a long time of ocean steamers in the Pacific and river boats here are invaluable and can not be replaced. If the *Harriet Lane* can be gotten ready before she is blockaded in I will send her to sea.

Please answer me in full by telegraph. An officer, Lieutenant Gibson, who bears this to Vicksburg, will wait there for your reply.

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Hon. JAMES A. SEDDON,
Secretary of War.

Report of Commander Hunter, U. S. Navy.

TRINITY RIVER,
Smithfield, Polk County, Tex., January 7, 1863.

I had the honor to mail to you my last monthly report, dated 24th December, 1862, informing you that I had been, by order of the commanding general, placed on Trinity River to obstruct and defend the same.

In obedience to your instructions directing me to inform you of the occurrences of the war in this region, I have to state that Major-General J. B. Magruder, commanding this military district, devised an attack on the enemy at Galveston and on his vessels lying near that town, which resulted successfully on the morning of the first day of this year. It embraced the capture of the Forty-second Regiment of Massachusetts troops, 300 strong, with their officers, arms, and colors; the steamer *Harriet Lane*, with 125 officers and men, killed, wounded, and captured; the barks *Elias Pike* and *Cavallo*, the first loaded with coal and the latter with provisions; and one pilot boat schooner. The enemy burned, abandoned, and blew up their steamer *Westfield*, mounting eight guns. The enemy's steamers *Owasco*, *Clifton*, and a small propeller made their escape seaward, with flags of truce flying.

I enclose you a newspaper containing the information above stated, with further accounts of the particulars of the events, which I regret came to me mutilated and is the only information on the subject which I have been enabled to obtain.

I am, with great respect,

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

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Major-General Magruder, U. S. Army, to Commodore Bell, U. S. Navy, regarding a violation of the flag of truce.

HDQRS. DIST. OF TEXAS, NEW MEXICO, AND ARIZONA,
Galveston, January 12, 1863.

SIR: I have the honor to acknowledge the receipt of your note of [January 9], in answer to the communication I had the honor to forward to you by Major J. B. Eustis, of my staff.

I would state that you are entirely misinformed as to any violation of the white flag during the late engagement by the firing either of field guns or small arms, and that I have made a report of the facts to the Government at Richmond touching the violation of the flag of truce by Commodore Renshaw and the officers commanding Federal vessels on the morning of the 1st instant.

I send Lieutenant George A. Magruder, of my staff, and Lieutenant W. R. Foster, as bearers of this communication under a flag of truce.

I have the honor to be, your obedient servant,

J. BANKHEAD MAGRUDER.

Commodore H. H. BELL, U. S. Navy.

Address to the Army of Galveston, by Major-General Magruder, U. S. Army.

HDQRS. DIST. OF TEXAS, NEW MEXICO, AND ARIZONA,
Galveston, Tex., January 14, 1863.

Soldiers of the Army of Galveston:

The New Year dawned upon an achievement whose glory is unsurpassed. That glory is yours. You have recaptured an island 2 miles from the mainland. You have repossessed yourselves of your beautiful "Island City," and made its hostile garrison, intrenched behind inaccessible barricades, surrender to you at discretion. You have planted your artillery and battalions of infantry within 300 yards of the enemy's formidable fleet, and exposed yourself to the showers of grape and canister poured into you from his ships.

You have repossessed yourselves of forts under a concentrated fire of grape, canister, and shell at short ranges, and you have stormed, captured, and destroyed a portion of his formidable fleet and dispersed the rest. With inadequate means you have conquered the enemy upon that element on which he boasted himself invincible, thus proving yourself successful rangers of the sea as of the land.

Your general is proud to command you; your State and country will honor you as long as patriotism and heroism are cherished among men.

In honor of this victory you are authorized to inscribe on your banners the words "Galveston and Galveston Harbor" to commemorate your success.

The commanding general is well assured that wherever you meet the enemy you will win the right to adorn your standards with the glorious records of your prowess and patriotism.

The commanding general deems this a fitting occasion to express publicly to the troops his high sense of the indomitable energy and chivalric heroism of the naval commander and those who so nobly supported him. The country is proud of them, and their commander will never cease to honor them. The "stormers" of the sea and the

“stormers” of the land should greet each other as brothers in battle, and there should be no rivalry, save as to who shall be first permitted to die for his country.

J. BANKHEAD MAGRUDER,
Major-General, Comdg. Dist. of Texas, New Mexico, and Arizona.

Joint resolution of thanks to Major-General Magruder, C. S. Army, and others.

Resolution 1. *Be it resolved by the legislature of the State of Texas,* That the thanks of the legislature are hereby tendered to General J. B. Magruder, and the officers and men under his command, for the brilliant victory which they gained over the Federalists at Galveston on the 1st of January last.

To Major O. M. Watkins, and the officers and men under his command, for their gallant conduct at Sabine Pass, and the recapture of that fort, and capturing the blockading vessels of the enemy; and to Major Daniel [D.] Shea, and the officers and men under his command, for their brave defense of the town of Lavaca; and to Major Hobby, and the officers and soldiers under his command, for the repulse of the enemy's attack on Corpus Christi, the commencement of our success on the Texan coast; and to Captains Ireland and Ware, and the officers and soldiers under their command, for their exploit in the capture of Captain Kittredge and his men, near Corpus Christi; and to Captains Ireland and Willke, and the officers and soldiers under their command, for their good conduct in defeating the enemy's attempt to capture one of our vessels, and in capturing his barges in the Bay of Corpus Christi; and to Captains Santos Benavides and Refugio Benavides, and the officers and men under their command, for the vigilance, energy, and gallantry in pursuing and chastising the banditti infesting the Rio Grande frontier.

Resolution 2. That the governor be requested to transmit a copy of these resolutions to General J. B. Magruder, and the other officers mentioned, with the request that they make them known to the officers and men under their command.

Approved March 6, 1863.

The naval engagement at Galveston.

[Newspaper clipping.]

Our Galveston correspondent yesterday gave a very interesting account of the land operations at the recapture of that city. The Houston Telegraph gives an excellent description of the naval engagement. The *Bayou City*, a Houston and Galveston packet, had been taken by the State and fitted up as a gunboat, under charge of Captain Henry Lubbock. She was armed with a 32-pounder rifled gun on her bow deck. Bulwarks of cotton bales were built up on her sides, and a force of a hundred men put on board of her. The *Neptune*, another bayou packet, was taken on the 26th, and under direction of Major Leon Smith fitted up as a gunboat as well as it could be done in the brief time. Bulwarks of cotton bales were built also on her guards, and she had much the appearance, when she left Houston, of a well-loaded cotton boat taking her cargo

down to Galveston for shipment. She was armed with two howitzer guns. Sharpshooters, detailed from Texas cavalry regiments, were on both boats. The vessels laid at Halfmoon Shoals, 15 miles from Galveston, awaiting the signal from shore to go up and join in the attack. The Telegraph says:

They waited till the moon went down, a little after 4 o'clock, anxiously listening for the report of the guns. Half an hour after the flashes from the shore batteries announced the beginning of the fight. Major Smith immediately ordered a return to Galveston, to use his own words, "with all the steam we could crack on," remarking, "We must get there as quick as we can and attack them." Firing up with rosin they immediately put back, the *Bayou City* in advance, the *Neptune* and *John F. Carr* following. At dawn of day the *Harriet Lane* was discovered, and when within about half a mile the *Bayou City* opened fire on her with the 32-pound rifled gun while she was engaged with the shore batteries. Several shots were fired, the second striking her plumb behind the wheel, knocking a hole in her big enough for a man to crawl through. Captain Wier, commanding the gun, was requested by a spectator to give them a New Year's present from him. As he did so, Captain Wier cried out, "Well, here goes your New Year's present," and the gun exploded, killing him instantly, and wounding Captain Schneider (Sherman) and one or two others.

The *Harriet Lane* was lying at anchor with steam on, swinging with a strong ebb tide, bow to the west. "I was instructed," says Captain McCormick, the pilot, "to endeavor to so hit her as to allow the men a chance to board. Going with a strong ebb tide I dare not run against her bow, so I endeavored to strike forward of the larboard wheelhouse. Owing to the position of the *Lane* and the strength of the tide, I missed my aim, struck a glancing blow and passed by. The wheelhouse and upper works of the *Harriet Lane*, being very strong, tore off the outside planking of the *Bayou City's* larboard wheelhouse and side. Captain Lubbock ordered me to get around as soon as possible and make at her again, the boat having nothing to depend upon but her sharpshooters and her qualities as a ram."

Meantime the *Neptune* came up, striking the *Harriet Lane* on her starboard side, getting her bow stove in, and causing her to leak badly. She then passed round under the stern of the *Lane*, receiving her shots as she passed. One of the shots of the *Lane* struck the *Neptune's* hull, causing her to take water fast. She got on the edge of the channel, and soon sunk in 8 feet water.

By this time the *Bayou City* had rounded to, with head upstream, and run into the *Harriet Lane*, striking her fairly aft of the larboard wheelhouse, and running her bow so far under the gunwale and wheel that she could not be extricated, and the two vessels stuck fast together. * * * The order to board was given, which was immediately obeyed, Major Smith, owing to his experience as a sailor, being the first man on board. Many of the boys failed in climbing the netting, and could not get over until they had cut it away, which was soon done. As soon as our men appeared on the *Harriet Lane* her crew deserted the deck and took to the hold. It was soon made known by some officer on board that the ship surrendered, and the crew asked to be received and treated as prisoners of war.

For some time after the *Harriet Lane* surrendered the other vessels continued * * * directing their fire at the *Lane*, the *Bayou City*, and the *Neptune*, although the latter had settled to the bottom. The *Owasco* came up to within two or three hundred yards and fired several shots. An effort was made to turn the *Lane's* guns on her, but she was so listed by the pressure of the *Bayou City* under her gunwale that they could not be worked. Captain Lubbock then suggested to Major Smith that it would be well to make the officer who delivered up the ship run up the white flag, which was done. Captain Lubbock then went with a flag of truce to the *Olfiston* and *Owasco*, the latter having retired and joined the *Olfiston*. An interview was had with Captain Law of the *Olfiston*, and immediate surrender of the fleet demanded by Captain Lubbock in the name of Major Smith. The terms were asked by Captain Law, and the reply was he would allow one ship to remove his people in, and the balance of his public property would be ours. He demanded three hours' time for the purpose of seeing Commodore Renshaw, who was on the *Westfield*, some miles distant. Captain Law proposed to go in his vessel, but Captain Lubbock insisted he should go in a gig, and anchor his vessel exactly where she was until the truce was over. Law thought it hard, but agreed. The senior officer of the *Harriet Lane* was allowed to accompany Captain Law on his parole of honor to return.

Captain Lubbock then pushed off and then went ashore to report to General Magruder. Having made his report, the general returned with him to the wharf, where the *Harriet Lane* and the *Bayou City* were lying. The three hours now were drawing to a close, and General Magruder ordered Colonel Green to accompany Captain Lubbock to close the negotiations. On approaching the *Olfiston* they found her underway. The excuse given by Captain Law was that he was acting under orders from Commodore Renshaw. Just before they went aboard they saw the *Westfield* blow up, she having been fired by the enemy. Captain Lubbock charged Captain Law with a breach of faith, and told him he

considered his running away, under the circumstances, equivalent to stealing so much Confederate property. Captain Law could bring nothing to bear against the blunt talk of Captain Lubbock. Captain Lubbock and Colonel Green then left the vessel and made report to General Magruder, and in the meantime all the vessels left, carrying white flags. Unfortunately the *Bayou City* had got so entangled in the wheel of the *Harriet Lane* that she could not be extricated in time for pursuit. Company B (Captain Wier's company) and others of our men fired one round of grape, and then a solid shot from one of the big guns at the *Owasco*, through the stern of the *Lane*, the shot making a port hole for themselves through her bulwarks. The *Owasco* steamed away after her cowardly fellows, and our land batteries fired round after round at her till she turned Fort Point.

Major Smith then jumped on board the *John F. Carr* and called out for volunteers to follow the *Owasco* and avenge Captain Wier. He soon obtained all he wanted and pursued the propeller, but she was too swift and too far ahead on her way out of the harbor, and he was obliged to content himself with capturing the Yankee bark in the stream, laden with potatoes, etc., and the coal vessel at Pelican Spit. Those which escaped were three steamers and two sail vessels.

* * * * *

The list of casualties so far reported on our side is about 12 killed and mortally wounded, and 70 wounded, not mortally. The enemy's loss is great, but not ascertained. Every officer on the *Harriet Lane* wounded, down to the master. Major Smith won the *spolia opima*, killing Captain Wainwright with his own hand. The crew of the *Harriet Lane* was made up of the old crews of the *Congress* and *Cumberland*. One of the officers remarked that it was a hard case to be "Merrimacked" a second time. This crew, however, as they were marched off the vessel, remarked, "This is New Year's, our liberty day."

Letter of commendation from the President to Major-General Magruder, U. S. Army.

RICHMOND, Va., *January 28, 1863.*

MY DEAR SIR: I am much gratified at the receipt of your letter of January 6, conveying to me the details of your brilliant exploit in the capture of Galveston and the vessels in the harbor. The boldness of the conception and daring and skill of its execution were crowned by results substantial as well as splendid. Your success has been a heavy blow to the enemy's hopes, and I trust will be vigorously and effectively followed up. It is to be hoped that your prudence and tact will be as successful in allaying domestic discontents as your military ability in retrieving our position on the Texas coast.

Your suggestions will receive the favorable consideration due to you. The congratulations I tender to you and your brave army are felt by the whole country. I trust your achievement is but the precursor of a series of successes which may redound to the glory and honor of yourself and our country.

Very respectfully and truly, yours,

JEFFERSON DAVIS.

Major-General J. B. MAGRUDER,
Galveston, Tex.

Detailed report of Major-General Magruder, U. S. Army.

HQRS. DIST. OF TEXAS, NEW MEXICO, AND ARIZONA,
Galveston, February 26, 1863.

SIR: On my arrival in Texas I found the harbors of this coast in the possession of the enemy, from Sabine River to Corpus Christi; the line of the Rio Grande virtually abandoned, most of the guns having been removed from that frontier to San Antonio, only about 300 or

400 men remaining at Brownsville. I resolved to regain the harbors if possible and to occupy the valley of the Rio Grande in force. The latter would be a very serious undertaking, on account of the scarcity of supplies in Mexico and the difficulty of transporting them across the desert from eastern Texas. Having announced this determination as soon as I arrived on the Sabine, Captain A. R. Wier, of Cook's regiment of artillery, commanding a fort on that river, stepped forward and volunteered with his company to man a steamboat on the Sabine and to clear the Pass. This officer and this company had the honor to be the volunteers for the desperate enterprise of expelling the enemy's fleets from our waters.

I remained a day or two in Houston, and then proceeding to Virginia Point, on the mainland, opposite Galveston Island, I took with me a party of 80 men, supported by 300 more, and passing through the city of Galveston at night, I inspected the forts abandoned by our troops when the city was given up. I found the forts open in the rear, and taken in reverse by every one of the enemy's ships in the harbor. They were therefore utterly useless for my purposes. The railway track had been permitted to remain from Virginia Point to Galveston, and by its means I purposed to transport to a position near the enemy's fleet the heavy gun hereinafter mentioned, and by assembling all the movable artillery that could be collected together in the neighborhood, I hoped to acquire sufficient force to be able to expel the enemy's vessels from the harbor.

Meeting here Captain Leon Smith, whom from my acquaintance with him in California I knew to be of great experience in steamboat management, I employed him in the quartermaster's department, placing him as a volunteer aid on my staff. I intrusted to his charge all the steamers on the Sabine River and in the bayous emptying into Galveston Bay, and at the same time directed that those on the Sabine should be fitted out forthwith. Learning subsequently that the enemy had landed at Galveston a considerable force (strength unknown) I directed Captain Leon Smith, without delaying preparations on the Sabine, to fit up as gunboats the steamers *Bayou City* and *Neptune*, and to employ two others as tenders, for the purpose of supplying the larger vessels with wood. At the same time I received information that other Federal troops were on the way to Galveston. I therefore directed that the work on the last-mentioned steamer should be carried on night and day, and that captains and crews should be forthwith provided for them.

Fearing that the enemy might land troops at Galveston and fortify himself there, I determined to make the first attack at that point, with the object of destroying in detail, his land forces as fast as they might arrive. Captain Wier, who had first volunteered, was therefore, with his company, ordered from the Sabine on board of the *Bayou City*. Captain Martin, commanding a company of cavalry, having arrived from New Iberia, La., volunteered his services, and was likewise assigned to duty on board the same steamer. When the boats designed for the Galveston expedition were nearly ready I called for volunteers from Sibley's brigade, then stationed in the neighborhood, under orders for Monroe, La. It is proper to state that I had previously ascertained that the services of these troops at Galveston would not delay a moment their departure for Louisiana, they being unable, for want of transportation, to move in that direction.

This call was for 300 men. It was promptly responded to, Colonels Green and Bagby volunteering to lead the men of their respective regiments. After these officers had volunteered Colonel James Reily, commanding the brigade, also offered to lead the troops from his command, but his services in that capacity were declined, as he was then the brigade commander. About 60 men of Reily's regiment likewise volunteered, but they did not accompany the expedition, having been ordered back to their regiment by Colonel Reily after having once reported to Colonel Green, who commanded the land forces on the steamers. In addition to these troops Lieutenant Harby, late captain in the revenue service of the United States, with a company of infantry acting as artillery, was ordered on board the *Neptune*. The men destined for the naval expedition were armed with Enfield rifles, which I had brought with me from Richmond, and with double-barrel shotguns.

The enemy's fleet then lying in the waters of Galveston consisted of the *Harriet Lane*, carrying four heavy guns and two 24-pounder howitzers, commanded by Captain Wainwright, U. S. Navy; the *Westfield*, flagship of Commodore Renshaw, a large propeller, mounting eight heavy guns; the *Owasco*, a similar ship to the *Westfield*, mounting eight heavy guns; the *Clifton*, a steam propeller, four heavy guns; the *Sachem*, a steam propeller, four heavy guns; two armed transports, two large barks, and an armed schooner. The enemy's land forces were stationed at the end of a long wharf, and were crowded into large buildings immediately under the guns of the steamships. The approaches landward to this position were impeded by two lines of strong barricades, and communication with the shore was destroyed by the removal of portions of the wharf in front of the barricades. It thus became necessary for our storming parties to advance by wading through the water and to enable them to mount on the end of the wharf, 50 scaling ladders were constructed. As there were no breastworks or other protection for our artillery making the attack on the enemy's ships and land forces, my object was to bring to bear as heavy a fire of artillery as possible after reaching the wharves and other points selected for the purpose under cover of the night. I knew that the cooperation of the cotton boats with the land forces would be extremely difficult to attain, the distance the former had to run being 30 miles. I therefore had not calculated with confidence on a success greater than that of the expulsion of the enemy's fleet from the harbor. If the desired cooperation should be secured the result would be immediately accomplished and would be attended probably with the capture or destruction of some of the enemy's ships. If the cooperation should fail, I nevertheless felt satisfied that by throwing up intrenchments at the ends of the streets leading to the water, I could gradually expel the fleet from the harbor. For this purpose intrenching tools in large quantities were prepared.

To attain the object in view I had at my disposal 6 siege pieces, the heaviest weighing 5,400 pounds. I also caused to be constructed a railroad-ram, armed with an VIII-inch Dahlgren and mounted on a railway flat. This flat and gun were carried by railway to a point within a few hundred yards of the *Harriet Lane*. A large quantity of cotton was transported in the same way with the view of using it in making a breastwork for this gun should we not succeed in our object before daylight. In addition I had 14 fieldpieces, some of

them rifled and some smoothbore. Three of the heaviest of the siege guns had to be transported 9 miles, the others 7 miles, between sunset and 12 o'clock, under cover of the darkness and over very difficult roads.

A system of rapid communication with our gunboats by telegraph and otherwise having been established, it was arranged that the attack should take place at 12 midnight, the fire of our land batteries constituting the signal for the naval attack. Nevertheless, I informed Commodore Smith, in command of the naval expedition, that I would attack the enemy's fleet whether gunboats made their appearance or not. The key of the whole position was Fort Point, at the mouth of the harbor, 2 miles below the mouth of the town. This fort was entirely open in the rear, thus affording no protection for our artillery against the enemy's vessels inside the harbor. The attack from this point was intrusted to Captain S. T. Fontaine of Cook's regiment of artillery, supported by 6 companies of Pyron's regiment dismounted dragoons under command of the gallant Colonel Pyron. Wilson's battery of 6 pieces was to attack the enemy from the center wharf; the railroad ram was sent to the upper wharf. The remainder of the artillery was manned from Cook's regiment and posted in eligible positions. Colonel J. J. Cook himself was intrusted with the command of the storming party of about 500 men, composed of details from Pyron's and Elmore's regiments and Griffin's battalion, and furnished with ladders to scale the wharf on which the enemy's land forces were barricaded. Brigadier-General W. R. Scurry was placed in command of Pyron's regiment and of the remainder of Sibley's brigade, and Elmore's men, commanded by Lieutenant-Colonel L. A. Abercrombie, the latter acting as a support for the whole. Lieutenant-Colonel J. H. Manly, of Cook's regiment, was ordered to Virginia Point to defend that work, which was our base of operations and which was connected with Galveston Island by a railroad bridge 2 miles in length, open to the attack of the enemy.

Leading the center assault in person, I approached within two squares of the wharves, at which point I directed the horses of the fieldpieces to be removed from them and placed behind some brick buildings for shelter from the anticipated discharges from grape and canister. After allowing the lapse of what turned out to be ample time for Captain Fontaine to reach and occupy his more distant position, the guns were placed along a line of about $2\frac{1}{2}$ miles, principally within the limits of the city. It having been agreed that the fire of the center gun should furnish signal for a general attack, I proceeded to carry out this portion of the plan by discharging the piece myself. The signal was promptly responded to by an almost simultaneous and very effective discharge along the whole line. The moon had by that time gone down, but still the light of the stars enabled us to see the Federal ships. The enemy did not hesitate long in replying to our attack. He soon opened on us from his fleet with a tremendous discharge of shell, which was followed with grape and canister. Our men, however, worked steadily at their guns under cover of the darkness. Colonel Cook now advanced with his storming party to the assault. His men, wading through the water and bearing with them their scaling ladders, endeavored to reach the end of the wharf on which the enemy were stationed. Colonel Cook was supported by Griffin's battalion and by sharpshooters deployed on the right and

left in order to distract the enemy's attention. A severe conflict took place at this point, our men being exposed to a fire of grape and canister and shell from the ships, as well as musketry from the land forces. The water was deep, the wharf proving higher than was anticipated, and the scaling ladders, as was reported to me by Colonel Cook, were found to be too short to enable the men to accomplish their object. After an obstinate contest the infantry were directed to cover themselves and fire from the buildings nearest the wharf, which was accordingly done.

The enemy's fire was deadly. The ships being not more than 300 yards from our batteries, it was extremely difficult to maintain the positions we had assumed, and some of the artillerymen were driven from their pieces. As daylight, which was now approaching, would expose these men still more to the enemy's fire, and as our gunboats had not yet made their appearance, I ordered the artillery to be withdrawn to positions which afforded more protection, but from which the fire could be continued on the adversary with greater advantage to us. Knowing Captain Fontaine to be in a position the most exposed of all, I at the same time dispatched a staff officer with instructions to have his pieces likewise withdrawn. This order reaching Captain Fontaine's men before it was received by their captain, and the concentrated fire from the enemy's ships, but a few hundred yards distant, having increased in intensity, they were compelled to leave their pieces. They were, however, soon formed by Captain Fontaine in a position of greater security.

The delicate duty of withdrawing the pieces in the city from the close vicinity of the enemy was intrusted to Brigadier-General Scurry, who performed it with skill and gallantry. Preparations were then ordered for the immediate fortification and permanent occupation of the city. But at this moment, our fire still continuing, our gunboats came dashing down the harbor and engaged the *Harriet Lane*, which was the nearest of the enemy's ships, in the most gallant style, running into her, one on each side, and pouring on her deck a deadly fire of rifles and shotguns. The gallant Captain Wainwright fought his ship admirably. He succeeded in disabling the *Neptune* and attempted to run down the *Bayou City*, but he was met by an antagonist of even superior skill, coolness, and heroism. Leon Smith, ably seconded by Captain Henry S. Lubbock, the immediate commander of the *Bayou City*, and her pilot, Captain McCormick, adroitly evaded the deadly stroke, although as the vessels passed each other he lost his larboard wheelhouse in the shock. Again the *Bayou City*, while receiving several broadsides almost at the cannon's mouth, poured into the *Harriet Lane* a destructive fire of small arms. Turning once more, she drove her prow into the iron wheel of the *Harriet Lane*, thus locking the two vessels together. Followed by the officers and men of the heroic volunteer corps, Commodore Leon Smith leaped to the deck of the hostile ship, and after a moment of feeble resistance she was ours. The surviving officers of the *Harriet Lane* presented their swords to Commodore Leon Smith on the quarter-deck of the captured vessel. After the surrender the *Owasco* passed alongside, pouring into the *Harriet Lane* a broadside at close quarters, but she was soon forced to back out by the effect of our musketry.

Commodore Smith then sent a flag to Commodore Renshaw, whose ship had in the meantime been run aground, demanding the surrender

of the whole fleet, and giving three hours' time to consider. These propositions were accepted by the commanding officer, and all the enemy's vessels were immediately brought to anchor, with white flags flying. Most of this time was occupied in attempting to get the *Harriet Lane* to the wharf, in order to remove the wounded to a place of safety. The ships and boats were so much damaged that this was found to be almost impossible with the means at hand. Proceeding, myself, to the wharf, I met one of my most distinguished and scientific staff officers, Major A. M. Lea, who informed me that on board the *Harriet Lane* he had found his son, the second in command, mortally wounded. He represented to me that there were other officers badly wounded and urged me to delay, if possible, their removal. It now being within an hour of the expiration of the period of truce, I sent another flag to Commodore Renshaw, whose ship was among the most distant, claiming all his vessels immediately under our guns as prizes, and giving him further time to consider the demand for the surrender of the whole fleet. This message was borne by Colonel Green and Captain Lubbock. While these gentlemen were on their way in a boat to fulfill their mission, Commodore Renshaw blew up his ship and was himself accidentally blown up with it. They boarded the ship of the next in command, who dropped down the bay, still having them on board, and carried them some distance toward the bar, while still flying the white flag at the masthead.

In the meantime General Scurry sent to know if he should fire at the ships immediately in his front at the expiration of the period of truce. To this I replied in the negative, as another demand under a flag of truce from me had been sent to the Commodore. When the first period of truce expired the enemy's ships under our guns, regardless of the white flag still flying at their mastheads, gradually crept off. As soon as this was seen I sent a swift express on horseback to General Scurry, directing him to open fire on them. This was done with so much effect that one of them was reported to have sunk near the bar, and the *Owasco* was seriously damaged.

I forward a correspondence on this subject between Commodore Bell and myself. In this correspondence Commodore Bell states that the truce was violated by the firing of cannon and small arms by our men on shore, as he had been informed. This is an error; not a gun or small arm was discharged during the stipulated period or until the enemy's vessels were discovered to be creeping off out of the harbor. Commodore Leon Smith fired a heavy stern gun at the retiring ships with effect from the *Harriet Lane*. Jumping on board the steamer *Carr*, he proceeded to Bolivar Channel and captured and brought in, in the immediate presence of the enemy's armed vessels, the two barks and schooner before spoken of. As soon as it was light enough to see, the land force surrendered to General Scurry.

We thus captured one fine steamship, two barks, and one schooner. We ran ashore the flagship of the commodore, drove off two war steamers, and sunk another as reported, all of the United States Navy and the armed transports, and took 300 or 400 prisoners. The number of guns captured was 15, and, being found on Pelican Spit, a large quantity of stores, coal, and other material also was taken. The *Neptune* sank; her officers and crew, with the exception of those killed in battle, were saved, as were also her guns. The loss on our side was 26 killed and 117 wounded. Among the former was the

gallant Captain Wier, the first volunteer for the expedition. The alacrity with which officers and men, all of them totally unacquainted with this novel kind of service, some of whom had never seen a ship before, volunteered for an enterprise so extraordinarily and apparently desperate in its character, and the bold and dashing manner in which the plan was executed, are certainly deserving of the highest praise.

* * * * *

The wounded of the enemy were conducted to the same hospital, and the same attentions were bestowed on them as if they had been our own men. Captain Wainwright and Lieutenant Lea, of the Federal Navy, were buried with Masonic and military honors in the same grave, Major Lea, of the Confederate Army, father of Lieutenant Lea, performing the burial services.

Having buried the dead, taken care of the wounded, and secured the captured property, my exertions were directed to getting the *Harriet Lane* to sea. The enemy's ships fled to New Orleans, to which place one of their transports was dispatched during the action. I knew that a large naval force might be expected to return in a few days. I therefore ordered the employment at high wages of all the available mechanics to repair the *Harriet Lane*, her main shaft having been dislocated and her iron wheel greatly disabled, so that the engine could not work. The United States flags were ordered to remain flying on the custom-house and at the mastheads of the ships, so as to attract into the harbor any of the enemy's vessels which might be bound for the port of Galveston. A line of iron buoys, which he had established for the guidance of his ships in the harbor, were displaced and so arranged as to insure their getting aground.

On the 3d of January, I being then on board of the *Harriet Lane*, a yawl boat containing several men, in command of a person named Thomas Smith, recently a citizen of Galveston, and who had deserted from our Army, was reported alongside. He informed me that he was sent from the U. S. transport steamship *Cambria*, then off the bar, for a pilot, and that they had no idea of the occupation of the city by us. I forthwith ordered a pilot boat, under command of Captain Johnson, to bring in this ship, but through a most extraordinary combination of circumstances the vessel, which contained E. J. Davis and many other apostate Texans, besides several hundred troops, and 2,500 saddles for the use of native sympathizers, succeeded in making her escape. The man Smith, who had, it is said, several times set fire to the city of Galveston before he deserted, had been known as Nicaragua Smith, and was dreaded by everyone. He returned to Galveston in order to act as Federal provost-marshal. His arrival produced much excitement, during which someone without orders sent a sailboat to Pelican Spit, now occupied by our troops, to direct the commanding officer there not to fire on our pilot boat, although she was under Yankee colors. The sailboat thus sent was at once supposed to be destined for the Yankee transport. The pilot boat gave chase to her, and the guns from the shore opened on her within hearing of the ship.

Night coming on, I thought it surer, as the alarm might be taken, to capture her at sea before morning, but the *Harriet Lane* could not move, and our cotton gunboats could not live on the rough sea on the bar. Therefore one of the barks, the *Royal Yacht*, a schooner of ours,

the pilot boat, and the *Leader*, a schooner loaded with cotton, which I had ordered to be sent to a foreign port, with a proclamation of the raising of the blockade at Galveston, were directed to be prepared and armed with light artillery. This was done by 2 o'clock the same night, our little fleet being manned by volunteers, under command of Captain Mason, of Cook's regiment of artillery.

Unfortunately, the wind lulled and none but the pilot boat could reach the enemy's ship. The pilot boat went out under the command of a gallant sailor, Captain Payne, of Galveston. The enemy's ship proved to be a splendid iron steamer, built in the Clyde. I had ascertained from her men taken ashore that she had only two guns, and they were packed on deck under a large quantity of hay, and I anticipated an easy conquest and one of great political importance, as this ship contained almost all of the Texans out of the State who had proved recreant to their duty to the Confederacy and to Texas. The pilot boat was allowed to get close to the ship, when the boat was hailed and the pilot ordered to come on board. Captain Payne answered that he thought there were rather too many men to trust himself to; whereupon he was directed to come on board or he would be fired into. He went on board as ordered, and soon after the steamer sailed in all haste seaward, leaving the pilot boat and hands to return to us.

I am thus particular in this narration, as the friends of Captain Payne fear that he may meet with foul play from the enemy. I shall ascertain through Commodore Bell his fate, and act accordingly. Smith, the deserter, was tried regularly the next day before a general court-martial, and being convicted of deserting to the enemy, was publicly shot in Galveston in accordance with his sentence. The proceedings, which were formal in all respects, legal, and regular, are forwarded.

* * * * *

I have the honor to announce that the whole coast and islands are now in our possession and that the Rio Grande is strongly occupied.

I am, very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,

Major-General, Commanding.

General S. COOPER,

Adjutant and Inspector-General, Richmond, Va.

List of vessels attached to the Western Gulf Blockading Squadron, their commanders and stations, January 1, 1863.

Name of vessel.	Name of commander.	Station of vessel.
Flagship Hartford.....	Captain James S. Palmer.....	New Orleans.
Steam sloop Pensacola.....	Commodore Henry W. Morris.....	Do.
Steam sloop Brooklyn.....	Commodore H. H. Bell.....	Do.
Steam sloop Susquehanna...	Commodore R. B. Hitecock.....	Mobile blockade.
Steam sloop Mississippi.....	Captain M. Smith.....	New Orleans.
Steam Sloop Oneida.....	Captain T. A. Jenkins.....	Mobile blockade.
Sloop Portsmouth.....	Commander S. Swartwout.....	Carrollton, La.
Frigate Potomac.....	Commander A. Gibson.....	Pensacola Bay.
Steam sloop Richmond.....	Commander James Alden.....	Baton Rouge.
Steamer R. R. Cuyler.....	Commander George F. Emmons.....	Mobile blockade.
Steamer Westfield.....	Commander W. B. Renshaw.....	Galveston.

List of vessels attached to the Western Gulf Blockading Squadron, their commanders and stations, January 1, 1863—Continued.

Name of vessel.	Name of commander.	Station of vessel.
Storeship Supply.....	Commander George M. Colvocoresses.....	New Orleans.
Steamer Harriet Lane.....	Commander J. M. Wainwright.....	Galveston.
Gunboat Cayuga.....	Commander D. M. Fairfax.....	Mississippi River.
Ironclad Essex.....	Commander C. H. B. Caldwell.....	Above Baton Rouge.
Gunboat Kanawha.....	Commander John C. Febiger.....	Mobile blockade.
Gunboat New London.....	Lieutenant-Commander A. Read.....	Lake Pontchartrain.
Gunboat Klineo.....	Lieutenant-Commander G. M. Ransom.....	Mississippi River.
Gunboat Pembina.....	Lieutenant-Commander W. G. Temple.....	Mobile blockade.
Sloop Vincennes.....	Lieutenant-Commander John Madigan.....	Ship Island.
Steamer Hatteras.....	Lieutenant-Commander H. C. Blako.....	Mississippi River.
Gunboat Sciota.....	Lieutenant-Commander R. B. Lowry.....	Do.
Steamer Clifton.....	Lieutenant-Commander R. L. Law.....	Galveston.
Gunboat Aroostook.....	Lieutenant-Commander S. R. Franklin.....	Mobile blockade.
Gunboat Katahdin.....	Lieutenant-Commander F. A. Roe.....	Mississippi River.
Steamer Albatross.....	Lieutenant-Commander J. F. Hart.....	Do.
Gunboat Pocahontas.....	Lieutenant-Commander W. M. Gamble.....	Mobile blockade.
Gunboat Kennebec.....	Lieutenant-Commander J. H. Russell.....	Do.
Gunboat Itasca.....	Lieutenant-Commander R. F. R. Lewis.....	Mississippi River.
Steamer Tennessee.....	Lieutenant-Commander P. C. Johnson.....	Dispatch cruiser.
Gunboat Owasco.....	Lieutenant-Commander H. Wilson.....	Galveston.
Gunboat Winona.....	Lieutenant-Commander A. W. Weaver.....	Mississippi River.
Gunboat Pinola.....	Lieutenant-Commander James Stillwell.....	Mobile blockade.
Steamer J. P. Jackson.....	Lieutenant-Commander H. A. Adams.....	Grant's Pass, Ala.
Steamer Calhoun.....	Lieutenant-Commander T. M. Buchanan.....	Brashear City, La.
Steamer Estrella.....	Lieutenant-Commander A. P. Cooke.....	Do.
Steamer Kensington.....	Acting Volunteer Lieutenant Fred Crocker.....	Dispatch cruiser.
Schooner Velocity.....	Acting Volunteer Lieutenant N. W. Ham- mond.....	Coast of Texas.
Schooner Rachel Seaman.....	Acting Volunteer Lieutenant Q. A. Hooper.....	Sabine Pass.
Storeship Relief.....	Acting Volunteer Lieutenant B. D. Manton.....	Ship Island.
Schooner Henry James.....	Acting Volunteer Lieutenant L. W. Penning- ton.....	Sabine Pass.
Bark Arthur.....	Acting Volunteer Lieutenant T. F. Wade.....	Coast of Texas.
Steamer Kinsman.....	Acting Volunteer Lieutenant George Wiggin.....	Brashear City.
Schooner Orvetta.....	Acting Master F. E. Blanchard.....	New Orleans.
Brig Bohlo.....	Acting Master G. W. Browne.....	Special service at St. An- drew's Bay, destroy- ing salt works.
Schooner John Griffith.....	Acting Master H. Brown.....	New Orleans.
Schooner Charlotte.....	Acting Master E. D. Bruner.....	East pass, Santa Rosa Island, Fla.
Schooner Sarah Bruen.....	Acting Master A. Christian.....	New Orleans.
Schooner M. A. Wood.....	Acting Master Samuel C. Cruse.....	Petit Bois Pass.
Ship Morning Light.....	Acting Master J. Dillingham.....	Coast of Texas.
Bark W. G. Anderson.....	Acting Master N. D'Oyley.....	Pensacola Bay, awaiting a crew.
Steamer Diana.....	Acting Master E. S. Goodwin.....	Brashear City.
Bark A. Houghton.....	Acting Master N. Graham.....	Pensacola Bay.
Barkentine Horace Beals.....	Acting Master D. P. Heath.....	New Orleans.
Storeship Nightingale.....	Acting Master D. B. Horne.....	Pensacola Bay.
Storeship Pampero.....	Acting Master Charles Huggins.....	S. W. Pass, Mississippi River.
Steamer Sachem.....	Acting Master A. Johnson.....	Galveston.
Schooner Kittatlnny.....	Acting Master C. W. Lamson.....	Coast of Texas.
Storebark Kuhn.....	Acting Master R. O. Lee.....	New Orleans.
Storeship Farnot.....	Acting Master D. S. Murphy.....	Do.
Sloop Preble.....	Acting Master W. F. Shankland.....	Pensacola Bay.
Yacht Corypheus.....	Acting Master A. T. Spear.....	Coast of Texas.
Schooner Sam Houston.....	Acting Master George W. Wood.....	Special service, St. An- drew's Bay, destroy- ing salt works.
Brig Sea Foam.....	Acting Ensign T. H. Baker.....	New Orleans.

Very respectfully submitted by your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Lea, U. S. Navy, to assume command of mortar boats.

FLAGSHIP HARTFORD,
Off New Orleans, January 1, 1863.

SIR: You will consider yourself detached from the U. S. S. *Harriet Lane* and will report to me at this place by the first opportunity, for the command of the mortar boats.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander EDWARD LEA,
U. S. S. *Harriet Lane*.

P. S.—The vessel for your immediate command will be designated on your arrival here.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, commanding U. S. S. Brooklyn, to proceed to Galveston and learn the condition of affairs at that place.

FLAGSHIP HARTFORD,
Off New Orleans, January 3, 1863.

SIR: So soon as your ship can be gotten ready you will proceed down to Galveston and ascertain the true state of things at that place. In the course of to-morrow I hope to send the gunboats *Sciota*, *Cayuga*, and *Hatteras*. These are all the vessels I shall be able to spare you. I still hope that the *Clifton* and other vessels on the coast of Texas may have saved themselves, and that you will have the *Clifton* and *Sachem* and some of the sailing vessels to cooperate with you.

If on your arrival at Galveston you find things favorable I wish you to retake Galveston, or at any rate send the gunboats up into the harbor and retake the *Harriet Lane*, if possible, and shell the troops out, if any appear. The propriety of all this I leave to your own judgment.

Very respectfully, etc.,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
U. S. S. *Brooklyn*.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Lowry, U. S. Navy, commanding U. S. S. Sciota.

FLAGSHIP HARTFORD,
New Orleans, January 3, 1863.

As soon as your vessel is ready for sea you will proceed to Galveston in company with the *Brooklyn*, and you will receive all future orders from Commodore Bell.

Very respectfully, etc.,

D. G. FARRAGUT,
Rear-Admiral.

Captain LOWRY,
Sciota.

Letter from the Secretary of the Navy to the Secretary of State regarding British schooners detained in Sabine River.

NAVY DEPARTMENT, *January 3, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 26th instant [ultimo], enclosing a copy of a second note from Lord Lyons in reference to the British schooners at Sabine Pass, in which he suggests that it would be of advantage for this Department to state the reasons which led it to the conclusion that the schooners could not be permitted to depart with or without their cargoes.

The Department's conclusion was based on the ground that the schooners had entered the port of Sabine subsequently to the establishment and in violation of the blockade. The precise date of their entry is not given in the extract from the dispatch of her Majesty's consul at Galveston which accompanied Lord Lyons' first note. The inference that their entry was of recent date, at least after their change of nationality. Her Majesty's consul says that no blockade had been enforced anterior to the occupation of Sabine by the Federal forces. He certainly has been misinformed on this subject. Captain William M. Walker, of the U. S. S. *De Soto*, in reply to an enquiry of the Department, says: "During the months of July, August, and September last I had generally under my command, to the north of Aransas and west of Lake Calcasieu, six or seven vessels of the West Gulf Blockading Squadron, of which at least two were always employed off the Sabine." He further says that the schooner *Catharine*, while attempting to run the blockade at Sabine on the 4th day of August last, was cut off from it by the blockading vessel and was afterwards, to avoid capture, stranded by her crew, who set fire to her and escaped; also that on the 14th of the same month a capture was made of a vessel running out, in full view of the persons on shore.

The Department has recently written to Rear-Admiral Farragut in relation to the British schooners in question, and requested to be furnished with such information as he may be able to communicate concerning them.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Hon. WM. H. SEWARD,
Secretary of State.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE GULF,
January 3, 1863—3:30 p.m.

Stop everything going to Galveston.
Please acknowledge.

RICHARD B. IRWIN,
Lieutenant-Colonel, Assistant-Adjutant-General.
Captain C. HUGGINS,
On board Pampero, South West Pass.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the need of additional vessels in view of the loss at Galveston.

No. 1.]

FLAGSHIP HARTFORD,
Off New Orleans, January 3, 1863.

SIR: I regret to report that my vessels are getting in a very bad condition. The engines of the *Susquehanna*, as I have already reported, are almost totally useless, with cylinder cracked from one end to the other and the piston rod bent; the staff and pillow blocks temporarily secured; she is now blockading off Mobile.

The boilers of the *Brooklyn* and *Mississippi* are so thin in the bottoms that they are compelled to be patching them all the time, and it will not be long before I shall be compelled to send them home for new boilers or extensive repairs, which will cripple me very much.

Our recent disaster at Galveston, depriving me of four or five vessels, compels me to withdraw a force from the Mississippi for the coast of Texas, which will reduce my force in the river. I must try and recover the *Harriet Lane*, as she would be a most formidable cruiser if she gets out, on account of her speed and battery. I therefore earnestly hope that you will send me the first vessels of war that you may have to spare, as I would not like to hazard a battle with the forts on the river with less than three ships, besides the gunboats, but I ought to have four or five, as I have only four of the smallest class gunboats, and I am afraid to withdraw any from Mobile, as the rising of the river will enable the enemy to get his ironclads down from Selma, and then, I have no doubt, he will avail himself of the first calm spell of weather after his ironclads are ready.

I am now very glad the Department has been pleased to send me the *Colorado*, as she will be a formidable blockader at Mobile, and relieve the *Susquehanna*; the latter can lie in Pensacola and be a formidable protection to that place, and occasionally take the place of the *Colorado* while coaling, but it would not be prudent, under any circumstances, to send the *Susquehanna* home until the spring.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Squadron.

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

Joint operations near Plaquemine, La., January 3 and 4, 1863.

Report of Commander Alden, U. S. Navy, transmitting report.

U. S. S. RICHMOND,
Baton Rouge, January 3, 1863.

SIR: I have the honor to enclose herewith Lieutenant-Commander Roe's report of an affair at Plaquemine last night:

Per contra, by the report of the military commandant there, made to the commanding general here, it would appear that the enemy's force is comparatively trifling. They were attacked by only about 80 men, who were driven off without difficulty. General Grover informs

me that from the best and most reliable information he can obtain there are not in our vicinity, on the west side of the river, more than from 250 to 300 men; this he believes, but will send this p. m. some 200 men, at the request of the commanding officer at Plaquemine, who says that with such a reinforcement he can hold the place without difficulty.

In haste, I am, your obedient servant,

JAMES ALDEN.

Admiral FARRAGUT,
Commanding U. S. Naval Fleet in the Gulf.

Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Katahdin.

U. S. GUNBOAT KATAHDIN,
Off Plaquemine, January 3, 1863.

SIR: About half past 1 last night the enemy assailed our little garrison here, when I got underway and opened fire for their protection. The firing was pretty heavy for about one hour. I have not yet received news from shore of the state of things. About half past 6 last evening the enemy threw up a rocket just above us. The commanding officer informed me the enemy were about 6,000 strong, and came down from above yesterday. Not knowing precisely our force, the last night's attack was doubtless made by a heavy picket force, in order to ascertain our strength, preparatory to an assault this morning or to-day. But I believe the timely arrival of the *Itasca*, at 5 o'clock this morning, decided the enemy to await further dispositions.

The enemy are in good force below us, and I am apprehensive that Donaldsonville is also threatened. Under these circumstances, I deem it proper for me to retain the *Itasca*, as I could not possibly save the little garrison from capture if the enemy have anything like the force supposed by the commanding officer on shore. Their artillery would alone occupy all my attention.

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

F. A. ROE,
Lieutenant-Commander.

Commander JAMES ALDEN,
Commanding United States Naval Forces, Baton Rouge, La.

Second report of Commander Alden, U. S. Navy, transmitting additional information from Lieutenant-Commander Roe, U. S. Navy.

U. S. S. RICHMOND,
Baton Rouge, January 5, 1863.

SIR: I have the honor to enclose another of Lieutenant-Commander Roe's reports of proceedings at Plaquemine. This last move seems to cap the climax. It is the *chef d'oeuvre* of the worst-managed piece of business that I have ever heard of. The result is before you. I should refrain from making any comments upon Lieutenant-Commander Roe's action in the matter but for his attempt, in the concluding paragraph of his report, to shift the responsibility upon somebody else. He says: "I regret exceedingly these backward moves of our forces, but so long as the call for reinforcements by officers is disregarded, so long must we have disaster."

In the paragraph immediately preceding the above, he says: "About one hour after we left we were overhauled by the reinforcements, etc." That was just six hours after they had sent for assistance to this place, 20 miles, and as "a stern chase is a long one," it is very clear if they had remained at their post, the two parties would have met much sooner; and when they did meet reinforcements, why didn't they return? Again, I can't see why they should go to Donaldsonville, over 30 miles, when the place (Baton Rouge) they had sent to for aid, and where it is in abundance, was less than 20. In another report of the same affair, which I have forwarded to you, Lieutenant-Commander Roe says that "the timely arrival of the *Itasca* prevented, no doubt, another attack from the enemy." She was of course sent to his aid the moment it was observed that the *Katahdin* had opened fire, without waiting for a "call for reinforcements." I have endeavored to find out what led to this disgraceful proceeding, for I can call it nothing less.

Lieutenant-Commander Lewis reports that when he returned to Plaquemine, twenty-four hours after our troops had evacuated the place, in search of the 20,000 rounds of ball cartridges left there by them in their hasty retreat, he found several citizens assembled on the levee, wondering what it all meant. They assured him that there were no rebel troops there, nor had there been any signs of any for several days. As an evidence of the fact, there was their ammunition and 2 barrels of beef intact, all of which was brought off safely.

As soon as these facts were made known to General Grover he sent a lieutenant-colonel to relieve the major in command of the troops, and at my request ordered them to return to Plaquemine, and I suppose they are, ere this, again in quiet possession.

As there may be other matters in this affair that require further explanation, I have directed Lieutenant-Commander Roe to report to you in person with as little delay as possible, and am, with great respect,

Very truly, your obedient servant,

JAMES ALDEN,
Commander, U. S. Navy,
Commanding Naval forces at Baton Rouge.

Admiral D. G. FARRAGUT, U. S. Navy,
Comdg. West Gulf Blockading Fleet, U. S. Flagship *Hartford*.

P. S.—Since writing the above the *Essex* has returned from a reconnoissance at and about Port Hudson. Commander Caldwell reports that on account of the haze and refraction, the observations were rather unsatisfactory; still he saw enough to be satisfied that the works were being gradually extended. Only one steamer was seen in that vicinity.

I am, yours, respectfully,

J. A.

Second report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. *Katahdin*.

U. S. GUNBOAT KATAHDIN,
Donaldsonville, January 4, 1863.

SIR: Yesterday evening about sunset Major Bogart, commanding the post at Plaquemine, informed me that himself and officers had

concluded to evacuate that post, in consequence of the advance upon him of an army under command of General Sibley. I accordingly took himself and command on board the *Itasca* and this vessel and brought them to this place.

About one hour after we left were overhauled by the reinforcement of 200 troops sent down by General Grover. I directed them to follow me on down, but the steamer broke down, and landed for the night under our protection. Having repaired temporarily in the night, we came here to-day. Captain Perkins is not yet heard from with his command, though he left Plaquemine at the same time we did.

I regret profoundly these backward moves of our forces; but so long as the call for reinforcements by officers is disregarded, so long must we have disaster. I rendered the command of Major Bogart all the aid I could, and nothing which he suggested I should do, but I fulfilled.

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

F. A. ROE,

Lieutenant-Commander.

Commander JAMES ALDEN,

Comdg. United States Naval forces, Baton Rouge.

Report of Commander Alden, U. S. Navy, deploring the flight of the United States forces

U. S. S. RICHMOND,

Baton Rouge, January 6, 1863.

SIR: I respectfully enclose herewith a communication just received from Lieutenant-Commander Ransom. It seems to confirm the idea which is prevalent here that the flight from Plaquemine was disgraceful in the extreme.

In regard to what Lieutenant-Commander Ransom says about the machinery of his vessel (the *Kineo*), I have directed him to place her so he can cover the troops at Plaquemine with his guns, haul fires, and go on with his repairs, which, according to our chief engineer, ought to be done in twelve hours.

With great respect, I am your obedient servant,

JAMES ALDEN,

Commander, Commanding Naval Forces at Baton Rouge.

Admiral D. G. FARRAGUT,

Comdg. West Gulf Blockdg. Fleet, U. S. Flagship Hartford.

Report of Lieutenant-Commander Ransom, U. S. Navy, commanding U. S. S. Kineo.

U. S. GUNBOAT KINEO,

Mississippi River, Plaquemine, January 6, 1863.

SIR: I would respectfully report that on the 1st instant this vessel, accompanied by the *Itasca*, covered at this place the landing of three companies of One hundred and sixty-second New York Volunteers, under command of Major Bogart. Subsequently they were joined by a company of cavalry, commanded by Lieutenant Perkins.

The next morning, leaving the *Katahdin*, just arrived from Baton

Rouge, to protect Major Bogart's troops, I returned to Donaldsonville.

On the morning of the 4th instant the *Katahdin* and *Itasca* arrived there with Major Bogart and all of his command. The steamer *Morning Light* arrived about the same time, having on board three companies detailed by General Grover from Baton Rouge, as a reinforcement for Plaquemine.

Lieutenant-Commander Roe and Major Bogart reported that after much skirmishing with a heavy picket force of rebels, the major's force having remained during many hours of rainy weather in mud between the levee and river, protected only by the guns of the *Katahdin*, and being threatened by an overwhelming force of the enemy, they were compelled at last, on the evening of the 3d instant, to evacuate the place, leaving behind 25,000 rounds of Enfield rifle ammunition.

So soon as I had learned that there might yet remain a possibility of finding it in Plaquemine, I proceeded immediately, accompanied by the *Itasca*, and, I am happy to say, we arrived in good time to recover it. It had not been disturbed.

It is reported authentically that a force of more than 200 guerrillas arrived a few hours afterwards, and with a wagon for the purpose of carrying away the ammunition.

Having dispatched the *Itasca* to Baton Rouge, I hastened back with the ammunition to Donaldsonville, and arranged immediately with Colonel Holcomb to send the three companies detailed from Baton Rouge to reoccupy the place. They were landed here in the afternoon yesterday by the steamer *Empire Parish*, joined soon after by Perkins' cavalry, and this afternoon they were reinforced by four companies brought down by the *Albatross* from Baton Rouge.

I have the pleasure to state, sir, that now we have quiet possession of the place, and without any apparent prospect of alarm.

The town seems quite peaceably disposed.

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

GEO. M. RANSOM,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Report of Lieutenant-Commander Roe, U. S. Navy, transmitting copy of explanatory letter.

U. S. GUNBOAT KATAHDIN,
New Orleans, January 9, 1863.

SIR: I respectfully beg leave to enclose a copy of a letter addressed to Commander James Alden, in explanation of the matter of the evacuation of Plaquemine by Major Bogart, of the U. S. Army.

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

F. A. ROE,
Lieutenant-Commander.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Explanatory report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. *Katahdin*.

U. S. GUNBOAT KATAHDIN,
Mississippi River, January 9, 1863.

SIR: I have received your communication of the 5th instant, and in obedience thereto started immediately for New Orleans. I venture to attempt to remove a misapprehension which I fear is in your mind.

The concluding paragraph of my report was merely an expression of regret, and alluded to the evils so much complained of in the army on the subject of reinforcements. I needed none myself, and I asked for none after the *Itasca* joined me. I expressed to Major Bogart my confidence to meet the enemy, even were he as strong as represented. Before the arrival of the *Itasca* I felt the necessity of another gunboat being present, but I knew also as soon as I should be engaged that you would send her to me. I needed nothing more, and wished for nothing more.

When the officers on shore reiterated many times their firm assurance of the presence of the enemy's army, I had no means of judging of its correctness; but I did not think I would be justified in refusing the aid asked for by Major Bogart, as it seemed to me every way proper to believe in his reports. Certainly, I could not know from my vessel better than he on shore what there was on shore. If I could have supposed or known by any human knowledge that Major Bogart was in error, I might have refused to bring him away. I must add that I in no wise counseled the major to leave—expressly stated that I could not advise him on the subject, other than to be certain that his information was correct, and then if he must leave, I would give him the gunboats to do so.

Major Bogart first applied to me for my boats to tow his men across the river in scows. I suggested that I could take them on board easier than to do that, and, if he must go, it would be better for him to go to Baton Rouge. He insisted upon being brought to Donaldsonville.

As the last boat came from shore, I asked him if he brought everything off. He said that he had left his ammunition. I remonstrated against it, offered my boats and men to do it, and at any rate urged that he should destroy it. He persisted that he could not bring it off or destroy it either. That the urgency of the case was supreme.

If I have done wrong, it may possibly be in this respect; but I did not do it willingly. I do not see how I could give orders to the major and force him to do that which he averred he could not do.

As to reinforcements, I suggested my firm belief that they would be sent. Major Bogart as strongly insisted that they would not come. As I had not seen his letter to General Grover, I could not tell in what terms he had asked for help.

As I have already received censure at your hands, and may possibly receive censure from the admiral, I can only say that I trust it may be seen that it was premature. My report was written hurriedly, and at a time when I was quite ill. It may not have been as full in details as it should have been.

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

F. A. ROE,
Lieutenant-Commander.

Commander JAMES ALDEN,
Commanding Naval Forces at Baton Rouge.

Report of Major Bogart, U. S. Army, commanding detachment of New York volunteers.

HEADQUARTERS UNITED STATES FORCES,
Plaquemine, La., January 3, 1863.

SIR: My small command still occupy the same position in the town of Plaquemine. Last night we were under arms all night and from 10 until daylight in position behind levee to resist contemplated attack from enemy. * * *

At 1 o'clock this morning the enemy attacked my pickets from across the Bayou Plaquemine in considerable force, but with no effect. I replied and they drew back into the woods. From the precision and unity of their volleys I judged them to be well-drilled troops and not guerrillas. At my request Captain Roe, of gunboat No. 8, threw some eight or nine shells over the town into the woods where the enemy were posted, evidently scattering them, for we heard no more from that point during the night. From the falseness of a fuze one shell from the gunboat exploded over Company B, instantly killing Sergeant Joseph A. Baker, seriously wounding Private C. Mayer in the shoulder and head, and slightly wounding Corporal Edward Many in hand.

At 2 a. m. I sent cavalry scouts down Bayou Plaquemine, who returned by 3 o'clock and reported that they saw the enemy across the bayou all along, and that at 3 miles down he met their pickets, who chased them some miles.

At daybreak gunboat No. 7 arrived from up the river and remained off the town to cooperate with Captain Roe, of gunboat No. 8. During the morning contrabands came in from Bayou Jacob, Bayou Grosse Tête, and Grand River, all of whom reported the enemy's force much larger than they have been heretofore.

DONALDSONVILLE, LA.,
January 4, 1863.

In the continuing of my report I would say that at 9 o'clock yesterday morning Lieutenant Perkins sent out a squad of cavalry, with orders to push to Indian Village if possible. They returned at 4 p. m. with the report that they had gone within a mile of that place, and that the enemy were erecting a fort there and had a large force of infantry with artillery. Infantry 5,000 strong, two batteries of artillery, and a large force of cavalry, with General Sibley in command. * * * At 1 p. m. the river boat *Morning Light* came up the river, bound for Baton Rouge. I sent for reinforcements to that place. After receiving the information of the force at Indian Village, and upon consultation with Lieutenant Perkins, of the cavalry, I decided it to be necessary, unless I was reinforced strongly by 5 p. m., to evacuate the town, my men were in such an exhausted state, having been almost continually on the alert and not having had their accouterments off since entering the town. I immediately communicated my decision to Captain F. A. Roe, who said that he could take us aboard the two gunboats and either take us up or down the river. I decided to go down to this place, and from there, unless ordered by Colonel Holcomb, return to Camp Parapet.

* * * * *

All of my small command, including the wounded whom I sent off on the first boat, was aboard the gunboats by 7 o'clock, and we then

took our course for Donaldsonville, running slowly to cover the retreat of Lieutenant Perkins' cavalry by the river road. Had we been attacked while embarking it would have resulted in the total destruction of not only my own men, but those of the gunboats and of the boats also, for I could not defend myself, nor could the gunboats render me any assistance with their guns, for the enemy would have been behind a levee 12 feet high. We arrived at Donaldsonville this morning at 8 o'clock, my officers and men having been treated in the most courteous manner by the gunboat commanders.

* * * * *

Colonel Holcomb, commanding at this place, did not desire me to remain, so I took the first river boat (*Sallie Robinson*) and returned to Camp Parapet, where we arrived this evening at 10 o'clock.

In conclusion, I would speak of my orders. When I reported to the captain of the gunboat, as my orders were to cooperate with the naval force, he said he could give me no advice in the matter, for he knew nothing of the state of affairs on shore.

I further add as a postscript, the embarkation was the decision of a consultation of all my officers, fully approved by the commandants of the gunboats.

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

JAMES H. BOGART,

Major, Commanding Detachment 162d New York Volunteers.

Colonel LEW. BENEDICT,

Commanding 162d New York Volunteers.

Report of Colonel Holcomb, U. S. Army, commanding Louisiana volunteers.

HEADQUARTERS FIRST LOUISIANA VOLUNTEERS,
Donaldsonville, January 5, 1863.

SIR: I have to report that Major Bogart, of the One hundred and sixty-second New York Volunteers, arrived here yesterday morning with a detachment of the One hundred and sixty-second, which had been stationed at Plaquemine, he having evacuated the place the evening previous. He left for New Orleans in the afternoon with his command. * * *

Captain Ransom, of the gunboat, went up to Plaquemine yesterday afternoon to recover 25,000 cartridges which Major Bogart left behind, which he succeeded in doing without any trouble.

The citizens reported to Captain Ransom that the enemy were not in force on the Grosse Tête (which agrees with my information), and that on the evening of the 3d, when Major Bogart supposed that he was attacked, the enemy were not nearer than 9 miles.

* * * * *

Respectfully, yours,

R. E. HOLCOMB,

Commanding First Louisiana Volunteers.

Lieutenant-Colonel RICHARD B. IRWIN,

Assistant Adjutant-General, Department of the Gulf.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the condition of the Mobile blockade.

No. 3.]

FLAGSHIP HARTFORD,
New Orleans, January 4, 1863.

SIR: In reply to the latter part of your letter of December 12, I have to say that the command of the Mobile blockade is always under either Commodores Bell or Hitchcock or Captain Jenkins; they have generally six or seven vessels off there. I think the force sufficient, but it is difficult to know what is sufficient with steamers, for they are breaking down and wearing out all the time. The withdrawal of the *Montgomery* from the blockade is a great loss to me. She is very fast and her commander very active. The *R. R. Cuyler* is the only vessel I have off there now that could catch the *Oreto*, if she is not disabled.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, enjoining vigilance against attack.

Private.]

FLAGSHIP HARTFORD,
Off New Orleans, January 5, 1863.

DEAR CAPTAIN: I have received your two dispatches and that of Roe. He says that the army have abandoned Plaquemine in consequence of not having a sufficient force to maintain their position, and he has fears for Donaldsonville. So you had better keep one or two additional boats going up and down between Baton Rouge and Donaldsonville. I am grieved to see this "nightmare" that appears to seize on our officers. All our disaster at Galveston has been caused by it. Poor Renshaw, who has paid the forfeit of his life, was a martyr to it. He had become so nervous that he had made up his mind to blow up his vessel rather than have her taken, and did not look to see that he was destroying himself by the act. I can not talk about it, as the Department puts a gag law upon officers against prejudging cases of this kind, but the moral effect must be most terrible if we don't retake it again. I have sent Commodore Bell down with five or six gunboats, and I hope they will retake the *Harriet Lane*. All we know about her is that she was taken by two of these river boats, with cotton bales to protect their men. They ran alongside and poured in a volley of musketry (they had no artillery) and drove the men from their guns and killed or wounded two-thirds of the crew. Wainwright and Lea were both killed in the early part of the action; it was so stated by an officer that came with the flag of truce. No one went to the *Lane's* assistance, and in fact does not appear to know that she required any. They were fighting all along the line for 2 miles, but Renshaw got on in the *Westfield* nearly 3 miles from the *Lane* and signaled for assistance, and Law went to him and tried to haul him off, but could not. Still he was in no danger; he had not been fired at, would not be, and had the *Clifton*, *Owasco*, and *Sachem*

to defend him. Why he destroyed his vessel no one can tell. He first ordered Law to return and collect the vessels and run out of the bay, which there was not the least cause for, to my understanding; but on the contrary they should have gone up and taken the *Harriet Lane*. But although Law sees it now, he says he only looked upon it as an order of his superior to be obeyed, and then they all cleared out and left the station and came up here instead of guarding the port until assistance could be sent. If the *Lane* gets out, she will be as bad as the *Alabama*. There were no sailor officers in the affair that I can hear of. The expedition was commanded by General Magruder. They had a large land force that attacked by land and water at the same time. They captured the *Lane* and two coal vessels with about 300 tons of coal, but I hope to get them all back, unless they burn them.

There appears to be a vein of ill-luck upon us, so look out for it. They will now be emboldened by their success and try it again. I expect Buchanan to try it at Mobile next, and they have ordered the *Montgomery* home, Hunter suspended, to gratify the Spanish Government; so look out upon the river for surprises. If they need force at Donaldsonville, let them have two gunboats, but keep them going up and down every day to keep you posted, and look at Port Hudson occasionally. So keep yourself well posted above and below. I have every confidence that you will do your work well in the hour of need, but I fear that they will endeavor to follow up their late successes.

Yours, truly,

D. G. FARRAGUT.

Captain JAMES ALDEN.

P. S.—Renshaw appears to have been killed by a premature explosion; also his lieutenant, Zimmerman, and chief engineer.

Report of Commodore Bell, U. S. Navy, commanding U. S. S. Brooklyn, regarding the impaired condition of that vessel.

U. S. STEAM SLOOP BROOKLYN,
Off Pilot Town, January 5, 1863—10 o'clock a. m.

SIR: When coming down the river yesterday the port boiler of this ship sprung so bad a leak that I was obliged to haul the fires on that side and come down under one boiler. The leak has been stopped since by patching, and I shall proceed to sea about 1 p. m. to-day, when there will be water on the bar. These boilers are so far gone that I never get up steam now without a new leak breaking out. The engineers are continually patching them.

I presume the *Sciota* has given out, as I passed her yesterday, although I had the use of only one boiler.

The *Owasco* and *Sachem* came in last night.

I am filling provisions for three months from the *Kensington*.

I left without boiler iron, and am very much in need of it. Mr. Kimball, engineer of the *Hartford*, knows the quality required and where it was bespoken by Mr. Brooks. I beg you will have some forwarded.

When a coal vessel is sent down the coast, please order her to take on board a quantity of kindling wood for us.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans.

P. S.—The *Sciota* has arrived in good condition, having adjusted her machinery last night.

*Communication under flag of truce with Confederate vessel off Mobile,
January 5, 1863.*

Report of Commodore Hitchcock, U. S. Navy.

U. S. S. SUSQUEHANNA,
Off Mobile, January 5, 1863—8 p. m.

MY DEAR ADMIRAL: The English steamer *Vesuvius* arrived here on Saturday, [January 3]. Captain Croke came on board and stated that he wished to communicate with their consul. Yesterday they sent a boat in over the bar, which was met by a boat from Fort Morgan, and an arrangement made for the consul to come off.

To-day the *Crescent* came out with a flag of truce. We hoisted a white flag at the fore. They came alongside of us, saying that the English consul was on board and wished to communicate with the English ship, to which I replied, "Certainly." At 3 p. m. they went on board the *Vesuvius*, which was some 500 yards west of us. Half an hour before sundown one of their steamers (supposed to be the *Morgan*) came out. At first I thought she was on the lookout for the *Crescent*, but the *Crescent* passed her off the light-house on Sand Island, with the flag of truce still flying. I then ordered the *Cuyler*, *Kennebec*, *Poehontas*, and *Pinola* underway, slipped our chain, directing the *Cuyler* to place herself inshore of the rebel steamer. At this time the English captain was on board of us. He said, "What do you make of this?" I replied, "Let her come on" (she was standing directly for us). At 500 yards I will give her our broadside." He said, "I will leave," and did so. When about 500 yards from us, I gave the order "Stand by." Mr. Freeman, the pilot, said to me, "I think I see a flag at her fore." True enough, it was a very small white flag. She came within hail. Twice they endeavored to make us hear something, but not succeeding, asked if they should send a boat. I replied yes. A young officer came alongside and said that their admiral had directed them to take the English consul on board the *Vesuvius*, but as the *Crescent* had taken him off, they thought it but right that they should come off to us and say so, to which I replied, "It was unnecessary; but please say to your commander, if he approaches us again with a flag of truce, a larger one may prevent the unpleasant occurrence of our firing upon a vessel with a white flag." He said, "We did not see you hoist a flag." "That," I replied, "should have prevented your approaching us." We hoisted a white flag when we discovered his; this was just at sundown. As soon as his boat returned he ran back to Fort Morgan.

I am truly thankful that I did not fire. Nothing but the pilot saved me from it.

In haste, very respectfully and truly, yours,
R. B. HITCHCOCK,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 25.]

FLAGSHIP HARTFORD,
New Orleans, January 23, 1863.

SIR: I have to inform the Department of an occurrence which took place on the 5th instant off Mobile, which I have neglected until this moment, supposing it to be of but little consequence, and a mere piece of impertinence on the part of Admiral Buchanan.

H. B. M. S. *Vesuvius* having gone off Mobile to communicate with the British consul at that place, on the 5th instant he came off in a small steamer called the *Crescent*. When the *Crescent*, returning, had reached the light-house, the *Morgan* met her coming out, and Commodore Hitchcock got his vessels underway. The *Morgan* came slowly out, and finally passed within hail of the *Susquehanna*. The English commander, who was on board the *Susquehanna*, asked Commodore Hitchcock what he proposed doing. He replied, "fire into him," and the Englishman returned to his own vessel. Just at this instant, however, a small white flag was discovered to be flying at the *Morgan's* fore, evidently a handkerchief; he hailed, but could not make himself understood; he then said he would send a boat, which he did.

When Commodore Hitchcock enquired of the officer what they were doing out so far, he replied that they had come out to convoy the *Crescent*, which vessel was already nearly in the harbor. Commodore Hitchcock then told him to get immediately from under his guns, or he would fire into him, and the *Morgan* steamed back to Fort Morgan.

Now, sir, mark the following extract from a deposition taken before Colonel [John S.] Clark, provost-marshal-general of this Department:

President Davis and many important personages came nigh being captured on New Years. Were on a trip visiting the fortifications and Forts Morgan and Gaines; machinery of steamer becoming temporarily disabled, she drifted out to sea, and within hailing distance of the blockading squadron. You may remember hearing an account of a strange occurrence of a steamer about that time.

Thus it will be seen that, if this report be true, Commodore Hitchcock had Jefferson Davis and his suite within his grasp, and was deprived of his prize by a scrupulous regard for the sacred respect due a flag of truce on the one side and by the prostitution of it on the other side.

Very respectfully, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

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

P. S.—*January 24, 1863*: From recent information, I have every reason to doubt the truth of the deposition made before Colonel Clark.

D. G. F.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regarding vessels to be sent for the retaking of Galveston.

FLAGSHIP HARTFORD,
Off New Orleans, January 6, 1863.

DEAR COMMODORE: I send you the following vessels for the purpose of retaking Galveston, viz: The *Hatteras*, *New London*, *Estrella*, and so soon as I can possibly get them off, the *Clifton* and *Owasco*. The *Sachem* lost one of her propellers, and it will take her too long to get ready for you, but I think you will have enough without her; but I wish you to have these light-draft vessels to chase the river boats. It turns out that the enemy was defeated.

The *Harrie Lane* sunk one boat and disabled the other. They had no guns, but killed the men on the decks of the *Lane* from behind the cotton bales. Even after the one vessel was sunk, as the water was shoal, she did not sink more than 5 or 6 feet, and if one of the gunboats, *Owasco* or *Clifton*, had gone to the assistance of the *Lane*, their capture would have been secure, but the enemy knowing that they were whipped, hoisted the flag of truce and made the proposition for them to leave the harbor, as they were about to commence a series of attacks, and our officer, instead of sending him out of the [way], and going ahead with the fight, accepted the terms and left the port and the *Lane* to her fate. I trust in you to retake it and the *Lane*; they can not get her 100 yards higher up than where she was taken.

May God grant you success for your own sake and the honor of the Navy.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Squadron.

Commodore H. H. BELL,
Commanding U. S. Naval Forces, Coast of Texas.

Report of Rear-Admiral Farragut, U. S. Navy, relative to the supplying of circulars to commanding officers regarding blockade runners.

No. 5.]

FLAGSHIP HARTFORD,
New Orleans, January 6, 1863.

SIR: Your communication of December 12, with enclosures, has been received. I have noted the remarks in reference to supplying vessels with circulars, and, although I will have the printing press put up on board the flagship *Colorado*, and such notices given in future, I have never conceived them necessary, beyond the commanding officer, who could judge of the antecedents of captured vessels by them, but all vessels must be captured or strictly examined, and their descriptions, I conceive, could aid the blockading officers but little.

I will have my staff duly installed upon the arrival of the *Colorado*, in accordance with your directions.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Report of Brigadier-General Weitzel, U. S. Army, protesting against the removal of naval force from Berwick Bay and Lake Pontchartrain.

HEADQUARTERS RESERVE BRIGADE,
Camp Stevens, near Thibodeaux, La., January 6, 1863.

GENERAL: When the expedition under my command which resulted in the capture of this district was first contemplated, I suggested to General Butler the idea of employing some of the funds which were in his possession to construct some light-draft gunboats to cooperate with me by the way of Berwick Bay. The suggestion was adopted, and these boats (four in number), commanded by naval officers, only failed in consequence of a strong northwester to hem in the rebel forces, and the capture of the entire force of the latter was thus prevented. The rebels crossed Berwick Bay, and their gunboat (the *Cotton*) escaped into the Teche, and she has since lain securely above an obstruction placed in the Teche below her.

As our force was so small in the department at the time, and I could not get sufficient force to secure my lines of communication with New Orleans, General Butler would not order me to cross Berwick Bay. There was nothing to be gained either by such an operation except by covering the gunboats in removing these obstructions to secure the rebel gunboat *Cotton*, as the rebel land forces had a clear and open line of retreat and moved faster than we could.

Since my occupation these four gunboats have been kept, as at first intended, in Berwick Bay, and have rendered efficient service in clearing the bay and the highly important adjacent waters of rebel craft, and have securely and effectually protected my left flank.

All the suggestions and opinions I have made to you with reference to the position and strength of the forces which would be necessary to hold this district were based upon the supposition that these gunboats would be kept in the waters where they now are. To-day I hear from Lieutenant-Commander T. McK. Buchanan, who commands the whole gunboat fleet, that one of them, the *Estrella*, has been ordered to Galveston; that his own vessel, the *Calhoun*, will in about a month be compelled to go to New Orleans for repairs, which will require six weeks to complete, and that he has discretionary orders to send another of these boats to the sound and Lake Pontchartrain to replace the *New London*, which has been ordered to Galveston.

The admiral has this power to order these vessels because your chief quartermaster has turned them over to the Navy.

Now, I consider it my duty to inform you that if the Navy, by means of these gunboats, does not keep undisputed possession of Berwick Bay and the adjacent waters, the force here will have to be greater than I represented to you; that these waters are of the highest importance to the rebels; that by gaining possession of these

waters by means of the numerous light-draft boats now hidden in the adjacent bayous and streams they could make frequent raids, which no force of ours on land could prevent; that they could run the blockade, as they frequently did before we occupied it; that by holding these waters we threaten continually their line of communication from Port Hudson westward to Opelousas and Texas.

* * * * *

I therefore most respectfully ask you to lay these facts before the admiral and protest against the removal of so much naval force from these waters that it might hazard our supremacy over them: * * *

The information that the *New London* is to be removed from Lake Pontchartrain and the sound compels me also to give you some information on the system of defense and security of New Orleans, which I suggested on your arrival in the city to General Butler and which has ever since been followed. It is as follows, viz: The land forces to occupy the four forts—Forts Jackson, Saint Philip, Pike, and Macomb; a small force in the city to preserve order; a sufficient force behind the lines Carrollton (at Camp Parapet), or within easy reach by transports of those lines, to make them perfectly secure; the Navy to retain control of the river and thus secure the left flank of our lines. They have kept the *Portsmouth* continually on the left of our lines. In addition, the Navy to keep control of Lake Pontchartrain and the sound, and thus protect our right flank, prevent contraband trade, and prevent raids by the enemy in boats or light-draft steamers from the opposite shore.

The *New London* has been kept continually on this duty and has effectually performed it. If she be now removed and no other boat ordered to replace her, it would subject our whole long flank to the dangers mentioned. I consider it, therefore, my duty to call the admiral's attention, through you, to this fact, which I fear he has lost sight of.

New Orleans is too valuable a prize to be risked in any way. This disposition, which has thus far held it, requires a force not large for the service it performs, has given us a secure base, and thus enabled us always to employ our remaining land and naval forces for other operations without fear of losing our base and depots.

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

G. WEITZEL,

Brigadier-General, U. S. Volunteers.

Major-General N. P. BANKS,

Commanding Department of the Gulf, New Orleans.

Report of the commandant of Pensacola navy yard, requesting instructions in view of requests from citizens compelled to abandon their homes.

U. S. NAVY YARD,
Pensacola, Fla., January 6, 1863.

SIR: Several applications have been made to me by persons formerly residing in the villages of Warrington and Woolsey, near this yard, for permission to return to their former residences. They all represent that they are lessees or tenants of lessees of the Navy Department of lots in those villages on which they have built houses;

that they were and are loyal citizens, and were compelled by the rebels to abandon their homes, leaving their houses and personal effects entirely at the mercy of anyone who chose to plunder; that they were plundered and their houses much injured. They wish now to return.

I desire instructions from the Department as to the course I shall pursue in the matter. May they be permitted to return; and if so, on what conditions? Should one of the conditions be the taking an oath of allegiance? I beg leave to inform you that there is no judicial officer here to administer oaths. Could not some person here be authorized to perform the service?

I have the honor to be, etc.,

W. SMITH,
Commandant, Navy Yard.

HON. GIDEON WELLES,
Secretary of the Navy.

Capture of the British steamer Antona, January 6, 1863.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report.

No. 11.]

FLAGSHIP HARTFORD,
New Orleans, January 14, 1863.

SIR: I have the honor to inform you of the capture of English steamer *Antona*, direct from England, via Havana, by the U. S. gunboat *Pocahontas*.

The *Antona* had on board at time of capture a valuable cargo of munitions of war. She was first discovered by the blockading force off Mobile, but was captured by the *Pocahontas* about 30 miles S. S. E. of Cape San Blas. I herewith enclose a copy of Lieutenant-Commander [W. M.] Gamble's report.

The pilot of the *Antona*—an old resident and pilot of Mobile—informed me that the *Cuba* (the only remaining one of the Mobile and Havana steamers) sailed some twenty days before the *Antona* from Havana and is given up as lost. I therefore think that we have broken up the Mobile trade entirely as far as steamers are concerned.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Gamble, U. S. Navy, commanding U. S. S. *Pocahontas*.

U. S. S. POCAHONTAS,
Off Mobile, January 8, 1863.

SIR: I have to report that on the morning of the 6th instant I got my ship underway from her anchorage, to the eastward of Mobile Bar; ran S. E. about 5 miles to intercept a strange sail; after doing which, and while on my return, a steamer was reported close to the beach, steering to the westward; she bore from me about E. N. E., and was at the time off what is called the Pine Tree, about 9 miles

east of Fort Morgan. I immediately steered a course to intercept her before she could get within range of the guns of the fort. When I was discovered by the steamer, she changed her course, heading directly for the shore. I expected the intention was to beach her. I then steered directly for her, but very soon her course was again changed to about E. by S. or E. S. E.; this was about 10 a. m., and the chase fairly commenced, the two vessels distant from each other about $4\frac{1}{2}$ or 5 miles; the wind was moderate from the northward. I made all sail and commenced to gain slowly. The strange steamer sent aloft her fore-topmast, crossed topsail and lower yards, bent and set the sails, hoisted the jib, and set main topsail and spanker; by this time I had gained about a mile. I fired a shot toward her, when she hoisted English colors, which she kept flying until sunset, at which time the wind freshened; at 9, was blowing a very fresh breeze and increasing. I was gaining rapidly; had been, and continued to fire at her occasionally from my rifle gun. At 11 p. m. I was within half a mile; fired two shot in quick succession, when she let fly her topsail sheets, fore tack and sheet, and stopped her engine. I ran close up under her lee, hailed, and ordered the captain to heave to near me for the night, as I deemed it imprudent to attempt to board her in so heavy a sea. At 8 a. m. the next morning, the 7th instant, I sent Acting Master Edward Baker on board and with him 4 seamen, 3 marines, 1 engineer, with 6 firemen and coal heavers. My orders to Mr. Baker were to take charge of the vessel and to follow my motions, keeping within close range of my guns. The captain of the *Antona*, his first and second officers, and a Mobile pilot, who was on board, I transferred to my ship until I could report to you on my return off Mobile.

The position of the ship when I boarded the prize, I should judge to be about 30 miles S. S. E. of Cape San Blas. The *Antona* was from Havana, bound to Mobile, with cargo of munitions of war and merchandise.

I am, very respectfully, your obedient servant,
 WM. M. GAMBLE,
Commanding.

Commodore R. B. HITCHCOCK,
Commanding Naval Forces, off Mobile, Ala.

Report of Commodore Hitchcock, U. S. Navy, commanding division of West Gulf Squadron.

U. S. S. SUSQUEHANNA,
Off Mobile, January 8, 1863.

SIR: On the morning of the 6th instant the *Pocahontas* held the eastern station of the blockade off Mobile, *R. R. Cuyler* next to the *Pocahontas*, S. W. of her. Between 7 and 8 a. m. the *Cuyler* made signal of a steamer to the eastward. Ordered the *Pocahontas* to chase; the vessels on the wings of the blockade have orders to chase at discretion. Captain Gamble informs me he did not see any signal, but chased under general orders, and on the evening of the 6th instant captured the English steamer *Antona*, last from Havana, which port she left on January 1, with Joseph Green, a Mobile pilot, on board. A portion of her cargo is gunpowder, small arms, teas, and brandy.

The papers of the *Antona* show that she cleared from Liverpool for Havana and Nassau, and that she came from St. Thomas to Havana.

The *Antona* is an iron screw, about 246 tons, a draft of 13 feet, and a speed of some 8 knots. Her crew consisted of 22 persons.

I have put on board of the *Antona* a prize crew, consisting of the following persons, and ordered her to Philadelphia, stopping at Pensacola for coals, provisions, and men. Edward Baker, acting master and prize master; William D. Adair, acting second assistant engineer, in charge; Nelson Ross, third assistant engineer; John Barrigan, ordinary seaman; Francis Studley, coxswain; Richard Cooney, coal heaver; John S. Frazier, marine; Edward Bonsul, seaman; William Williams, landsman; H. L. W. Schifflin, coal heaver; William Gaskins, second-class fireman; William O'Neil, first-class boy; Isaac M. King, first-class boy; Edward McGrann, coal heaver; Richard Broun, seaman; John Dixon, seaman; Frank McDonough, coal heaver; Henry Cosgrove, coal heaver; William H. Burns, paymaster's steward, discharged from U. S. S. *Pinola*.

Will you please inform me what is your decision in relation to a vessel, by order, chasing and capturing out of sight of the other vessels of the blockade, as to joint capture?

The following persons are sent in the prize as witnesses: George Grindle, master; William Cumming, first officer; John Patterson, carpenter; Horace Pontit, apprentice.

I respectfully request that Henry Cosgrove and William Gaskins may be returned to the *R. R. Cuyler*.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,

Commodore, Comdg. Division West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, regarding adjudication of the prize.

No. 34.]

FLAGSHIP HARTFORD,
New Orleans, January 30, 1863.

SIR: I have to report that the prize steamer *Antona*, captured off Mobile by the *Pocahontas*, sprang a leak and had to be towed back into Pensacola, from whence I ordered her here, for adjudication, for various reasons, viz: 1st, that she was not, in my opinion, safe to go North; 2d, that her cargo was much needed here.

On her arrival at this port, the prize master reported his vessel to be in a leaky condition, etc.; two vessels have run into her since, knocked her bowsprit out, and done other damage, for which I have taken means to punish the pilots, believing, as I do, that it was intentional on their part.

I now find that Judge [Charles A.] Peabody is in doubt as to his jurisdiction in prize cases, and awaits further instructions or powers; I have therefore determined to have the cargo appraised, landed, and placed in the custom-house or bonded warehouse for preservation, and such munitions of war as may be found in her appraised and turned over to the Army and Navy for use.

I beg that the Department will use its exertions to have the proper

judicial power given to Judge Peabody, or to some other person, as the cargoes of these vessels will sell for twice or three times the amount here that they will bring at the North, besides the risk of sending them there. It being impossible to send many of the prizes North, they become total losses to both parties.

I sincerely hope that the Department will give this subject their earliest attention.

All of which is respectfully submitted by,
Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Bailey, U. S. Navy, regarding change of signals in view of supposed capture of signal book.

[JANUARY 7, 1863.]

DEAR ADMIRAL: The *Harriet Lane* having been captured at Galveston, it is presumed her signal book has fallen into the hands of the enemy, and I therefore deem it proper to change numerical value of the signals, which I have done by increasing their value "one," that is to say, "0" is No. 1, 1 is 2, etc. The repeaters I have let stand.

Very respectfully,

D. G. FARRAGUT.

Admiral BAILEY,
East Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, commanding off Galveston, regarding the U. S. mortar schooner Henry Janes.

FLAGSHIP HARTFORD,
Off New Orleans, January 7, 1863.

DEAR COMMODORE: I wish you would avail yourself of the first opportunity to send the mortar schooner *Henry Janes* up here, as I shall want her services with the other mortar boats.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding U. S. Naval Forces, off Galveston.

[Endorsement.]

Received 4 p. m., January 10, 1863, by the steamer *Hatteras*.

H. H. BELL.

The *Kensington* went down to Matagorda yesterday with orders to send up the *Henry Janes*.

Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Katahdin, regarding the suspicious operations of the steamer Time and Tide.

U. S. GUNBOAT KATAHDIN,
Donaldsonville, La., January 7, 1863.

SIR: The steamer *Time and Tide* this morning came up from below, when I made the usual signal for her to stop, which she disregarded. I fired six musket shots ahead of her, which she disregarded also, until firing one close to her, she rounded to and came to me. She has received orders from Colonel Holcomb to stop at this place whenever she goes up or down. She had but a few days ago received orders from me not to pass a gunboat on the river without communicating with us. These orders have also been disregarded several times of late; the steamer in such case hugging the opposite bank of the river, as if purposely to avoid orders.

I enclose a manifest of goods, which is not signed by anyone, nor is it in any respect in force, the places of landing not being specified, nor any authority given for their shipment.

Colonel Holcomb, of this post, complains of the *Time and Tide*, and reports to me that she is in the habit of communicating with rebels and supplying and trading with them at different points.

Under these circumstances, I send the *Time and Tide* to New Orleans in charge of an officer to report to you as directed by Commander Alden in his instructions to me.

I am, sir, very respectfully, your obedient servant,
F. A. ROE,
Lieutenant-Commander.

Commodore HENRY W. MORRIS,
U. S. S. Pensacola.

Letter from Lieutenant Francis, U. S. Army, to the Secretary of the Navy, giving information regarding the C. S. S. Webb.

HARTFORD, CONN., January 7, 1862[3].

SIR: While a prisoner with the rebels I was taken from Alexandria, La., to Natchez, via Trinity, La. Here I saw a very fine side-wheel gunboat, mounting five guns forward and three aft. She was built in New York before the war, and was called the *Webb*; has two oscillating engines and draws at this time 7 feet of water. She is now in 17 feet of water in Black River, opposite Trinity, at the confluence of the Ouachita, Tensas, and Little rivers, I think 40 miles from Red River.

There are no troops in that part of the country except a few guerrillas.

When I was at Trinity I understood that they intended to dismount the guns and take them to Port Hudson, on the Mississippi. There is no crew on the *Webb*, and [she] is kept in order by the son of the landlord with whom we stayed.

Although I am on parole, it does not prevent me [from] giving all the information I was able to get.

I belonged to General Butler's department, and was taken prisoner near Labadieville. I belong to the Twelfth Connecticut Volunteers, Colonel H. C. Deming.

Any information you may wish in regard to this gunboat I will be most happy to furnish.

I hope to be exchanged soon, and would like very much to be the means of causing them as much trouble and distress as possible in retaliation for my treatment while a prisoner.

I regard this as an easy and valuable prize for our Navy.

If you may wish to address me, please direct care Talcott & Post, Hartford, Conn.

Yours, very respectfully,

JAMES L. FRANCIS,
Lieutenant.

HON. GIDEON WELLES.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Goldsborough, U. S. Navy, commanding U. S. S. Colorado, to proceed to Pensacola.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Va., January 7, 1863.

SIR: Proceed to sea with the *Colorado* under your command and, after touching at Havana, report to Rear-Admiral Farragut at Pensacola, Fla. You may, as you request, send a boat in at Beaufort for Mr. Ricketts, your pilot.

Respectfully, yours,

S. P. LEE,
Act. Rear-Admiral, Comdg. North Atlantic Blockdg. Squadron.

Captain J. R. GOLDSBOROUGH, U. S. Navy,
Commanding U. S. S. Colorado, Hampton Roads, Va.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, commanding off Baton Rouge, for the protection of Donaldsonville.

FLAGSHIP HARTFORD,
Off New Orleans, January 9, 1863.

DEAR CAPTAIN: I have received intelligence from General Banks that some attempt may be made upon our forces at Donaldsonville by a large force, said to be on that side of the river, and you will therefore keep two or three gunboats in that vicinity.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Captain JAMES ALDEN,
Commanding U. S. Naval Forces, off Baton Rouge.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Colvocoresses, U. S. Navy, commanding U. S. ship Supply to proceed with that vessel to New York.

FLAGSHIP HARTFORD,
New Orleans, January 9, 1863.

SIR: You will proceed to Pensacola and report to the senior naval officer there present. While at that port you will take in as ballast

all the old iron not required at the yard by Commodore Smith. In the meanwhile your collision with the *Oneida* will be investigated by a court of enquiry, at the close of which you will proceed to New York.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander GEORGE M. COLVOCORESSES,
Commanding U. S. Ship Supply.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. R. R. Cuyler, offering to go in search of the C. S. S. Alabama and captured U. S. S. Harriet Lane.

U. S. S. R. R. CUYLER,
Off Mobile, January 9, 1863.

SIR: I have the honor to report that the *Cuyler* was represented some 8 or 10 men short of her complement when I took command of her, since which I have furnished 2 men and an engineer, as part prize crew of the *Antona*, captured by the *Pocahontas*. I have discharged a surgeon's steward (another man taking his place), and invalidated 3 men.

Now, with some additional 15 men and two more guns, say 32s of 33-cwt., which I understand the *Potomac* would be glad to dispense with, I can make the *Cuyler* more efficient; and with or without this additional force, I should be glad to be sent in search of 290 or the *Harriet Lane*, now cruising under a rebel flag.

I am, respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Commodore Hitchcock, U. S. Navy, enclosing newspaper clipping relative to captured British steamer Antona.

U. S. S. SUSQUEHANNA,
Off Mobile, January 10, 1863.

DEAR SIR: I enclose you a slip from an English paper in relation to the *Antona*, captured in endeavoring to run the blockade at this port.

Our loss at Galveston makes us very sad.

If we had two or three fast vessels with guns that we could put cruising to the southward and eastward of this some 30 or 40 miles, it would be a good thing. They can not be spared from our little force here; two or three vessels are off the blockade all the time for repairs and coal. The gunboats begin to show that they have been under steam all the time for a year.

What is the determination of the Department as to the joint capture when a vessel attached to a division of the blockade chasing out of sight, by order, and making a capture? I am asked the question constantly, and we now have a case here. It would seem to

me that justice would give all a share, and I so decided in the case of the steamer *Ann*, so far as directing all the vessels here to send in prize lists.

Truly, yours, with regard,

R. B. HITCHCOCK.

Captain GUSTAVUS V. FOX,
Assistant Secretary of the Navy, etc.

P. S.—Thomas Frenergy, one of the crew of the *Antona*, states that he was shipped by the English consul at Havana for a voyage to Nassau, and the next day the consul endorsed the papers of the *Antona* as cleared for Matamoros. Frenergy was discharged from the *Colorado* at Portsmouth, N. H., last summer.

The crew of the *Antona* inform me that when they left Liverpool three steamers were getting ready to run the blockade—*Pearl*, screw, very fast, three masts; *Thistle* and *Eagle*, side wheel. The *Thistle* is reported at St. Thomas, bark rigged, cleaning her bottom.

Men were shipping at Havana at \$150 per month to run the blockade, said to be for two steamers, names not given.

[Enclosure—From the Liverpool Journal of Commerce, November 11.]

The British Government more observant of neutrality.

Last week there was considerable excitement in the town of Birmingham from the fact that a well-known shipping firm in Liverpool had declined any longer to convey by their vessels numerous packages of rifles shipped as hardware, for the use of the Federal Government. Whether the customs authorities had received instructions from the Government in this instance to stop the further shipment of these goods we have not been able to learn, but we have every reason to believe, from information we received yesterday, that the British Government have lately received dispatches from the United States remonstrating in strong terms for allowing the building of Confederate gunboats at British ports, and, while professing strict neutrality, to openly allow British steamers to convey contraband of war en route to the Southern States.

This information seems, to some extent, to be correct, as advices received from Queenstown yesterday state that the Government officials at that port had seized the Liverpool steamer *Antona*, 319 tons burden, which sailed from this port on the 4th instant for Havana and Nassau, for taking on board ammunition, on the supposition that it was intended for the use of the Confederate States. We scarcely think our Government is justified in adopting this course of procedure after openly allowing the agents of the Federal States to obtain unlimited supplies in this country for their use. But if instructions have been issued to stop the further shipment of war material from British ports, we trust that they will be carried out in that spirit of fairness which has hitherto at all times been shown by our merchants and manufacturers, so that as regards the future supplies of war stores for the American continent the Federals should have no advantage over the Government of the Confederate States, as the merchants of the South have at all times showed a spirit and enterprise worthy of a free people.

Report of Commodore Bell, U. S. Navy, regarding the bombardment of Galveston January 10, 1863.

U. S. S. BROOKLYN,
Off Galveston, Tex., January 11, 1863.

SIR: I arrived off Galveston in the *Brooklyn* at daylight on the 7th and saw in the harbor the mastheads of the *Harriet Lane*, two barks, and two schooners, and saw also two bay steamers. The chimney and machinery of the *Westfield* are visible, standing erect.

The troops are actively engaged establishing earthworks on the neck of land to the northeast of the city. Two well-built earthworks, filled with troops, appear ready finished, one on the northeast point of the island, the other on Pelican Spit. The weather having been hazy and thick, I could see nothing distinctly until yesterday, and in the afternoon I drove off their working parties from erecting earthworks, using our rifled guns. The *Brooklyn* could approach no nearer than 5,000 yards; the *Sciota* and *New London* got to about 4,000 yards, the shoals here being so very extensive. At 4 p. m. I made signal to withdraw from action. At that moment, or immediately after, seven fieldpieces opened upon the gunboats without hitting them, and these were the only guns fired by the enemy during the day. The flag over the fort was shot away, but was hoisted again. The teams, however, continued to haul to the occupied works. Lieutenant-Commander Lowry, in the *Sciota*, gave his particular attention to the *Harriet Lane*, lying off the upper end of the city. He reports to me that he made her move her berth twice, and that she moved under her own steam power. To-day she dropped down to the lower end of the city, apparently with the tide. She is doubtlessly in serviceable order. Captain Lowry also reports having seen a ram like the *Essex* moving about, but this I presume is the ram which persons from the mortar fleet described as clad on her forward half and fortified with cotton bales. On his passage hither Lieutenant-Commander Lowry touched at Sabine Pass and left the *Morning Light* and *Rachel Seaman* on blockade there. The *Cayuga*, Acting Lieutenant-Commander McDermut, joined us on the afternoon of the 8th, and I sent him next morning (9th) to report the state of things off Matagorda and Aransas. He returned to-day at noon and reported all well. His report is herewith enclosed. The *New London* arrived just in time to unite in shelling the working parties. The *Hatteras* arrived at its close and the *Clifton* at 6 p. m. The *Estrella*, the light-draft steamer, has not made her appearance, but I shall not wait for her.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Extract from letter of Acting Assistant Paymaster Thompson, U. S. Navy, regarding the bombardment of Galveston, January 10, 1863.

BRIDGEPORT, January 30, 1863.

DEAR SIR: I received this morning a letter from my son Frederick H. Thompson, acting assistant paymaster of U. S. S. *New London*,

and thinking the extract below might be of some interest to you, I take much pleasure in sending it to you.

I am, very respectfully, yours,

JOSEPH THOMPSON.

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

[Enclosure.]

SATURDAY EVENING, *January 10, 1863.*

We arrived off Galveston about noon to-day, and as soon as the captain reported to the flag-officer the signal went up from the flagship to prepare for action and get underway. The *Brooklyn* stopped about 2 miles from the fort, while the *New London* and *Sciota* went close-in, to draw, if possible, the fire of any batteries which the rebels may have erected. Surrounding the fort could be seen the tents of the troops, and toward them our fire was directed. The ball was opened by the *Brooklyn*. She was lying about half a mile from us. We saw a puff of smoke at her bow and then heard the deep booming of her gun, while in the air we could hear the howling of the shell as it passed over us. We watched till it struck, being somewhat short.

The *Sciota* followed with her XI-inch and Parrott at one extremity of the town, while we went along the front to the other extremity. We opened with our Parrott and Sawyer, but elicited no reply. We then went within a mile and a half of the fort and opened fire upon the encampment. The *Sciota* came after us, while the *Brooklyn*, with the tremendous range of her gun, planted a shell in or near by at the distance of 3 miles. We were rolling tremendously and had to fire as we were rising. Our starboard 32-pounder was fired and we watched in direction of the range. The shell exploded in the fort and down came the rebel flag, the halyard being cut, so that the credit belongs to the *New London*. After firing several good shots the signal was sent up from the flagship to cease action. We came about, and as we returned a fieldpiece battery was opened upon us, but it fell short, though near enough for us to hear and see the shot as it struck about 20 rods from us. We gave them a broadside and the *Sciota* threw an XI-inch shell, all of which struck and exploded within the battery and surrounding building, the effect of which must have been tremendous, judging from what we could see through the glass. We could see the masts of the *Harriet Lane* over the town, which is situated on a narrow strip of land. To-night our squadron has been reinforced by two more gunboats, carrying sixteen guns. To-morrow being Sunday, nothing will be done, but when the bombardment is renewed it will be terrific. Galveston is a doomed town; the disgrace attending the capture of the *Harriet Lane* must be wiped out, and vengeance upon its butchers and captors will be awful. On Monday we shall attempt to pass the forts at the mouth of the harbor. May God preserve us in the terrific conflict and crown our efforts with success.

(This letter was sent by a dispatch boat to New Orleans, and sent from there to New York.)

Engagement between the U. S. S. Hatteras and the C. S. S. Alabama, January 11, 1863.*

Report of Rear-Admiral Farragut, U. S. Navy.

No. 14.]

FLAGSHIP HARTFORD,
New Orleans, January 15, 1863.

SIR: It becomes my painful duty to report still another disaster off Galveston. Immediately upon the arrival at this place of the *Clifton*, Lieutenant-Commander R. L. Law, after the abandonment of Galveston Harbor, I sent down Commodore Bell with the *Brooklyn* and six gunboats, as fast as I could get them off, to retake the place, but it appears that they had not all arrived up to the evening of the 11th instant, at which time a sail was discovered in the offing, and the Commodore ordered the *Hatteras* to chase, which terminated in the capture of that vessel by a bark-rigged steamer, supposed to be the *Alabama* or *290*. For the details of the capture I refer you to the enclosed reports of Commodore Bell and Acting Master L. H. Partridge.

The *Clifton* arrived this morning, and I have sent the *Tennessee* to Ship Island, Mobile, and Pensacola with instructions to warn the officers commanding at those points to be on the lookout for the pirate in case she makes any attempt to depredate upon our coast. I have also directed Commodore Hitchcock to send the *Oneida* or *Cuyler* with my dispatch to Rear-Admiral Bailey, in hopes the squadron of the Atlantic may intercept her, as she is known to be in the Gulf.

These two vessels are the only ones of sufficient speed in my squadron that could hope to contend with the *290*, either in speed or in battery, and I fear that the *Cuyler's* machinery is too much exposed, and I have no doubt that this has been the principal cause of the loss of the *Hatteras*; besides which, these vessels are very much needed off Mobile, as they can either of them, I think, contend successfully with the *Oreto*, or *Florida*, or successfully chase the merchant steamers which attempt to run the blockade. Nothing but a fresh wind enabled the *Pocahontas* to overhaul and capture the *Antona*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commodore Bell, U. S. Navy.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, Tex., January 12, 1863.

SIR: I am sorry to inform you that the U. S. S. *Hatteras*, Lieutenant-Commander H. C. Blake, commanding, was sunk on the night of the 11th instant by a bark-rigged steamer having a very long mainmast, her name and nation unknown. I have heard of only six per-

* See also Series 1, volume 2, pp. 18-23, 683, 721, et al.

sons escaping from her, viz: Acting Master Leander H. Partridge, of Orland, Me.; John Beatty, ordinary seaman, of Forked River, N. J.; George H. Falkinberg, first-class boy, of Philadelphia, Pa.; James Wright, seaman, of Troy, N. Y.; William Brown, coxswain, of Boston, Mass., and William H. Jenkins, ordinary seaman, of Penn's Grove, N. J. Their statement is, in substance, as follows:

The *Hatteras* having been sent in chase, the two vessels encountered at night. The strange steamer answered to the hail, "Her Majesty's steamer *Spitfire*." Captain Blake said he would send a boat on board. The boat was lowered, and immediately after she left the *Hatteras* the stranger opened fire at the distance of 100 yards with three broadside guns. The *Hatteras* returned it with spirit, and both vessels steamed ahead, leaving the boat behind. The firing ceased in fifteen or twenty minutes. The two vessels were observed to close, and cheers ensued. The party in the boat, feeling dubious, would not go alongside, but pulled north and reached the blockading vessels off Galveston next morning.

Acting Master Leander H. Partridge has been permitted to proceed in the *Clifton* to New Orleans to report to you in person. The sailors are on board this ship.

At 3 p. m. yesterday, 11th, the *Hatteras* was sent in chase of a sail which was reported from masthead. She was seen last after sunset, about 12 miles distant, bearing south. At 7:15 flashes were seen in that direction and the sound of heavy guns heard—heavier than any carried by the *Hatteras*. It lasted for near twenty minutes. The wind being light from S. S. E., I judged the firing to be 16 miles distant.

At 7:30 the *Brooklyn* was underway, steering S. $\frac{1}{4}$ E., in the direction of the flashes seen. At the same time the *Sciota* steered S. S. E., and the *Cayuga* S. by W. The *Brooklyn* cruised on several courses as far as 63 miles south of Galveston in search of the combatants, supposing the enemy to be 290. Returning, I reached this bar at 3 p. m. to-day. About 11 o'clock a. m. I discovered two masts of a sunken vessel standing out of water. The tops and yards were awash, topmasts up, and a United States naval pennant gaily flying from the main truck. No ensign was found. The hurricane deck was adrift. The wreck was recognized as the *Hatteras* by certain marks which the *Brooklyn's* head guys made upon her hurricane house in the river a short time ago. She lies in $9\frac{1}{2}$ fathoms water about 20 miles south, true, from Galveston light-house. I should think there would be no difficulty in raising her if she be taken in hand immediately. I picked up three of her boats a few miles to the northward of her.

I hasten off the *Clifton* to apprise you of the presence in the Gulf of this dangerous enemy. He has probably destroyed numerous vessels in the track between Key West and New Orleans, and doubtless intends to sweep away the blockading vessels of inferior force along the whole extent of the Gulf coast, trusting to his celerity of movement.

Three or four vessels like the *Oneida* thrown into the Yucatan channel immediately would probably intercept him. The gunboats are not a match for him in force or speed.

The *Clifton* and *New London* were left to blockade during the absence of the other vessels.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, New Orleans, La.

Report of Commodore Bell, U. S. Navy.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, Tex., January 13, 1863.

SIR: It is my painful duty to inform you that the U. S. S. *Hatteras*, Lieutenant-Commander Homer C. Blake, commanding, was sunk at 7 o'clock p. m., 11th instant, by a bark-rigged steamer, long mainmast, and fore-and-aft mainsail.

I dispatched her at 3 p. m. to examine a sail which was seen in the offing from the mastheads. The *Hatteras* was about 12 miles distant at dusk. At 7:15 heavy firing was heard and flashes seen, bearing S. $\frac{1}{2}$ E. and judged to be 16 miles distant. The *Brooklyn*, *Sciota*, and *Cayuga* proceeded immediately in the direction of the flashes, the *Brooklyn* steering S. $\frac{1}{2}$ E., the *Sciota* S. S. E., and the *Cayuga* S. by W., hoping to intercept one or the other of the vessels engaged. The *Brooklyn* ran 30 miles in the direction of the flashes, and cruised to the southward and westward thereof until 7:30 a. m. on the 12th. Having seen nothing, and being 63 miles distant from Galveston, I returned to that bar. About 20 miles south from Galveston light I discovered the mastheads of the *Hatteras* standing upright and out of water, tops and gaffs awash, the hurricane deck adrift, and exhibiting a chafe received from the head guys of this ship, with which she came in collision on the 4th instant in the Mississippi. By this mark alone was the wreck identified as that of the U. S. S. *Hatteras*. She lies in 9 $\frac{1}{2}$ fathoms water.

At daylight on the 12th Acting Master Leander H. Partridge, with 5 of the crew of the *Hatteras*, viz, John Beatty, ordinary seaman, of Forked River, N. J.; George H. Falkenberg, first-class boy, of Philadelphia, Pa.; James Wright, seaman, of Troy, N. Y.; William Brown, coxswain, of Boston, Mass., and William H. Jenkins, ordinary seaman, of Penn's Grove, N. J., safely reached the blockading vessels in one of that vessel's boats. Mr. Partridge made a statement as follows:

The stranger was bark-rigged, her mainmast very long, and had fore-and-aft mainsail. She was under sail until the vessels encountered, then all sails were furled. Late in the day the *Hatteras* made signal that the stranger was a suspicious vessel. (The signal was not seen by the squadron.) The stranger replied to Captain Blake's hail, "Her Majesty's steamer *Spitfire*." Captain Blake said, "I don't understand you," and the stranger replied, "I don't understand you." Captain Blake then said he would send a boat on board, and Acting Master Partridge and the boat's crew referred to left the *Hatteras* to board her. The boat had barely shoved off when the stranger opened fire with three broadside guns at the distance of 100 yards. The *Hat-*

teras promptly responded, and both vessels steamed ahead, leaving the boat astern. The firing was kept up for fifteen or twenty minutes. The *Hatteras* seemed to let off steam. The vessels then closed. Pistol shots and cheers were heard, and Mr. Partridge, not knowing the result of the fight, steered his boat for the blockade. I have sent Acting Master Leander H. Partridge to New Orleans to report to the admiral and transferred the 5 men to the *Sciota*.

Impressed with the importance of communicating this information to the admiral immediately, I dispatched the steamer *Clifton* to New Orleans with letters for that officer.

The steamer *Harriet Lane*, which was captured by the rebels, has moved from the upper harbor down to the lower, where she lies with sails bent as if prepared for sea. Considering her capable of doing nearly as much injury to our commerce on the ocean as any vessels the rebels have afloat, and that the gunboats are not a match for her in speed or armament, the presence of the *Brooklyn* here can not be dispensed with to continue the pursuit of the vessel which sunk the *Hatteras*. The gunboats single-handed being no match for her in any respect, and short of coal, it would be worse than useless to send them in the pursuit. I will, however, dispatch two in company down the coast to communicate with the blockading vessels at Matagorda and Aransas.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

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

Report of Lieutenant-Commander Blake, U. S. Navy, late commanding U. S. S. *Hatteras*, transmitting copy of his report to the Department.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, February 14, 1863.

SIR: I herewith enclose a copy of my report* to the honorable Secretary of the Navy respecting the destruction of the U. S. S. *Hatteras*.

I would state that my signal books and all papers relating to the squadron were thrown overboard when my vessel was disabled.

I am, respectfully, your obedient servant,

H. C. BLAKE,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Report of Lieutenant-Colonel Stancel, U. S. Army, transmitting statement of Acting Master Partridge, U. S. Navy.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La., January 15, 1863.

GENERAL: I have the honor to transmit herewith copy of telegram received yesterday in regard to the capture and sinking of the *Hatteras* by the rebel ship 290.

* See Series I, volume 2.

[Enclosure—Telegram.]

Statement made by L. H. Partridge, acting master of the *Hatteras*:

Was on board of the steamer *Hatteras*, off Galveston, at about 3 p. m., Sunday, January 11, when a vessel hove in sight southeast. We were signaled from the *Brooklyn* to give chase. As we came in sight she appeared as if endeavoring to escape. Just before dark was able to discover that she was bark rigged. She set a topgallant sail. After dark we gained rapidly, and when we came near found her lying-to under steam. We had been at quarters twenty minutes. As we came up Mr. Blake hailed and asked what ship it was. She answered "Her Britannic Majesty's ship *Spitfire*." Captain Blake said "I will send a boat on board." Boat being lowered I was ordered to take charge and board. Before we were one-half boat's length away from the side the stranger opened fire. It was returned by the *Hatteras* and both started ahead under full head of steam, exchanging broadsides as fast as they could load and fire, for about twenty minutes, with big guns, and then with musketry from both vessels. All this time I had been endeavoring to board my vessel again, but could not come up. After musketry ceased, I discovered that the *Hatteras* was stopped and blowing off steam, with the enemy alongside for the purpose of boarding. Heard the enemy cheering and knew that the *Hatteras* had been captured, and thought it was no use to give myself up as a prisoner, and rowed back toward the fleet under cover of darkness, in hopes of giving information of the affair. The *Brooklyn* went out the next day and found the *Hatteras* sunk.

The U. S. S. *Hatteras* was captured and sunk on Sunday evening, about 16 miles south of Galveston, by the rebel pirate 290. Our Texas traitors are concentrating a large force on Galveston Island.

JESSE STANCOEL,
Lieutenant-Colonel, First Texas.

Major-General N. P. BANKS.

Report of Commodore Bell, U. S. Navy, regarding affairs off Galveston.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, Tex., January 12, 1863.

SIR: Yesterday it was my intention to make the attack to-day on the forts and the *Harriet Lane* without waiting for the *Estrella*, but the unlooked for disaster to the *Hatteras* weakens my available force too much for me to calculate hopefully upon success in the present advanced state of preparation, both afloat and ashore; also I feel the great importance of dispatching one of my steamers to inform you immediately of the presence of a rebel steamer on the coast, which is scarcely of less importance than the Galveston enterprise. The vessels here, except the *Sciota* and *Brooklyn*, have coal for only five days. I do not know what they will do for fuel if the coal vessels which you promised are cut off.

The *Harriet Lane* has dropped down the harbor toward the batteries and lies across the narrow channel, seemingly intact, and keeping her sails bent.

The ram is always crowded with men, and generally lies at Pelican Spit.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans, La.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, commanding on coast of Texas, regarding the proposed recapture of Galveston.

FLAGSHIP HARTFORD,
Off New Orleans, January 12, 1863.

DEAR COMMODORE: I send you the *Owasco*. This makes six gunboats, viz, *Sciota*, *Cayuga*, *Hatteras*, *New London*, *Clifton*, and *Owasco*. I did intend to send the *Estrella*, but the enemy are making preparations to attack the flotilla in the Galveston style, and we are getting ready to receive them, and this has compelled me to let her remain where she is for the present. I trust, however, that you will deem your force all-sufficient for the recovery of Galveston, or that before this [reaches] you it will be in your possession.

Captain [Amos] Johnson, of the *Sachem*, says that he would prefer destroying the bridge with two or three launches or boats. It will take two weeks to get the *Sachem* ready, therefore you must not calculate on her. We have just taken another rich prize—steamer *Antona*, off Mobile. The *Pocahontas* took her after a chase of fourteen hours; it came on to blow and the *Pocahontas* sails very well. She had arms and munitions of war. They made a great mistake in sending her home. She was so much needed here, and the prize court is all intact. The coal vessel is on her way down to you.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding U. S. Naval Forces, Coast of Texas.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Hitchcock, U. S. Navy, regarding the disposition of the pilot of the captured steamer Antona.

FLAGSHIP HARTFORD,
Off New Orleans, January 12, 1863.

DEAR COMMODORE: I return to you the pilot of the *Antona*. I fully concur with you in the opinion that these people should not be discharged here; they are too powerful an element against us. You can, therefore, act at your own discretion; either put them in Fort Pickens or send them north by the first opportunity.

The pilot, I think, you might either place on your own ship or on board one of the vessels of the blockade. He appears to be thoroughly acquainted with the bar and its surroundings. If he should prove faithful to you, you could put him on wages, but I would never give him a chance to make his escape on shore.

I have been compelled to send the *Hatteras* down to Galveston, but I will not keep her there long. I shall send the *Sachem* to take the place of the *New London* in Lake Pontchartrain. I hope soon to be able to spare some of the vessels from Galveston. You might send the *Sam. Houston* to cruise in Mississippi Sound. My great difficulty is the want of officers and men. I will have another coal vessel round to you in the course of this week.

This pilot tells me that the *Oreto* has been ready for sea over six weeks. She is evidently waiting for something, and that something I think is for Buchanan to have his ironclads ready to menace you

If such should be the case, draw him out beyond the bar and I don't think he will ever get back again.

Very respectfully,

D. G. FARRAGUT.

Commodore HITCHCOCK.

P. S.—I send you herewith a letter from Folwell, the man I had confined for violating his parole. If the facts are as he states them, you may have him released from Fort Pickens, where I had him placed.

D. G. F.

Order of Rear-Admiral Farragut, U. S. Navy, to the commanding officer at Pensacola, to send vessels to New Orleans for adjudication.

U. S. S. HARTFORD, *January 12, 1863.*

SIR: Bear in mind that there is now a court established here with full power to adjudge vessels sent in for adjudication. You will hereafter send all vessels to New Orleans, unless it is a cargo of cotton or sugar, the vessel large enough and in good condition to go North. All other cargoes will sell better here than at the North.

If the *Antona* has not gone North, send her here. We want her cargo and the munitions of war in particular. We can not afford to send our officers and men to the North; they never return, and we are now almost destitute of officers for the service in the lake.

Very respectfully,

D. G. FARRAGUT.

[Commodore] HITCHCOCK,
or the Commanding Officer at Pensacola.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Hitchcock, U. S. Navy, giving information regarding the C. S. S. Alabama.

FLAGSHIP HARTFORD,
New Orleans, January 14, 1863.

DEAR COMMODORE: I have just received information from Galveston that the *Alabama*, or 290, appeared off that port, was chased by the *Hatteras*, and after night hove to for her, and when she was hailed said she was H. B. M. S. *Spitfire*. *Hatteras* lowered a boat to send on board. As soon as the boat started, the 290 opened fire upon the *Hatteras*. The master, who was in the boat, says that they had a desperate engagement of about twenty minutes, side and side, when the 290 finally boarded the *Hatteras* and carried her. The boat escaped back to the fleet and gave the intelligence. The *Brooklyn* went in pursuit, but found the *Hatteras* sunk. I presume it was in shoal water. I give you this information in order that you may communicate to the cruisers that the 290 is in the Gulf, and therefore keep a sharp lookout for her.

Very truly and respectfully,

[D. G. FARRAGUT,]
Rear-Admiral.

Commodore R. B. HITCHCOCK,
Commanding Blockading Forces, Mobile and Pensacola.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander McDermut, U. S. Navy, commanding U. S. S. Cayuga, to forward information regarding the movements of the C. S. S. Alabama.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, Tex., January 14, 1863.

SIR: Proceed in company with Captain Lowry, subject to his orders, to Pass Cavallo, at Matagorda Bay, and communicate with the U. S. schooner *Kittatinny*, if the state of the bar will admit of it, and thence to Aransas Pass, where you should find the U. S. bark *Arthur* on blockade, and having warned them of the presence of an enemy on the coast, and obtained all the information you can, return to the bar of Galveston with all dispatch.

Enquire also after the *Kensington*, which went down the coast. You will be careful not to separate company.

Very respectfully,

H. H. BELL,
Commodore, Commanding U. S. Forces off Galveston, Tex.

Lieutenant-Commander D. A. McDERMUT,
Commanding U. S. Gunboat *Cayuga* off Galveston, Tex.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Lowry, U. S. Navy, commanding U. S. S. Sciota, to proceed to Aransas Pass to give warning of the presence of the enemy.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, Tex., January 14, 1863.

SIR: Proceed with the *Sciota* and *Cayuga* to Pass Cavallo, at Matagorda Bay, and communicate with the U. S. schooner *Kittatinny*, if the state of the bar will admit of it, and thence to Aransas Pass, where you should find the U. S. bark *Arthur* on blockade, and having warned them of the presence of an enemy on the coast, and obtained all the information you can, return to the bar of Galveston with all dispatch. Enquire also after the *Kensington*, which went down the coast. You will be careful not to separate company.

Very respectfully,

H. H. BELL,
Commodore, Commanding U. S. Forces off Galveston, Tex.

Lieutenant-Commander R. B. LOWRY,
Commanding U. S. Gunboat *Sciota*, off Galveston, Tex.

Letter from Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Adams, U. S. Navy, regarding reported movements of the blockade runner Garibaldi and the release of the schooner Union.

FLAGSHIP HARTFORD,
Off New Orleans, January 14, 1863.

SIR: I am pleased to learn from your officer that nothing has been seen of the *Garibaldi* in Bay St. Louis. It was reported here that

she had run in there, landed her cargo, and been burned by the rebels; other parties have since denied that there was any truth in the statement. I hope that the latter is true, because she cleared for Tampico.

The schooner *Union* you have sent over was no doubt trading in good faith with New Orleans, as the articles are much wanted here for the use of the city, and such one-sided trade is encouraged by the military authorities here, that is, outward-bound in ballast, and inward-bound in cargo. They have also allowed sometimes to carry over a few provisions for the persons specified, each article being specifically stated in quantity and quality with the passes of the custom-house and military authorities. I have released the *Union* and directed your officer to return the sloop, and if she is claimed, and you are satisfied that she belongs to a person that has no connection with the Confederates, you can give her up; otherwise you can retain her.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander H. A. ADAMS,
U. S. S. J. P. Jackson.

Report of Commander Alden, U. S. Navy, regarding the fortifications about Port Hudson.

U. S. S. RICHMOND,
Baton Rouge, January 14, 1863.

SIR: I have the honor to report that, in accordance with your instructions, the *Essex* made another examination of the fortifications about Port Hudson on Saturday last. Commander Caldwell reports "nothing new."

An intelligent contraband, who has been employed there in building platforms for guns, came down the other day and reports that there are now nineteen guns mounted (which agrees with other information we have on that subject), and that they receive, on an average, about one a week from Jackson.

In my last I asked for coal and oil for the gunboats. These articles will no doubt be received in due time. The *Essex* will require some more soft coal soon. Two of the captains of gunboats report their machinery as being rather shaky and requiring repairs. In reply, I have instructed them to keep quiet and let those who can do the running, but when their steam power ceases to be of any further use, to proceed under sail and report to you.

Our paymaster, who goes down to-day, will report himself to you for instructions in regard to provisions and also money for this ship.

Respectfully, I am your obedient servant,

JAMES ALDEN.

Admiral FARRAGUT,
Commanding United States Fleet, etc.

Joint attack upon Confederate defenses on Bayou Teche, January 14, 1863.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the death of Lieutenant-Commander Buchanan, U. S. Navy.

No. 15.]

U. S. FLAGSHIP HARTFORD,
New Orleans, January 15, 1863.

SIR: It becomes my painful duty to report to you the death of Lieutenant-Commander Thomas McKean Buchanan, who lost his life yesterday (January 14) in an attack upon the rebel steamer *Cotton* and the batteries erected at the obstructions in the River [Bayou] Teche. The *Calhoun* lost also 2 men and had 5 wounded.

Lieutenant-Commander Buchanan was one of our most gallant and persevering young officers. He informed me two days ago that he thought the enemy was about to make an attack on him and that he would anticipate them. In reply to my letter, in which I enjoined upon him to do his whole duty on this occasion, he assured me that I need give myself no uneasiness upon that score, as they had all determined to go down rather than to surrender. It appears, however, that he lost his life by pushing forward, according to General Weitzel's account, too recklessly, but his efforts were fully successful, and drove the enemy from his positions, as will be seen by the reports of Lieutenant-Commander A. P. Cooke and General Weitzel, copies of which are hereto appended. Our forces are now endeavoring to pull up the obstructions and follow the *Cotton* up the Teche.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

GUNBOAT ESTRELLA,
Bayou Teche, January 14, 1863.

SIR: We attacked the enemy in Bayou Teche this morning, supported by General Weitzel's brigade, and succeeded in driving them away from their positions at the obstructions after a sharp engagement of about two hours.

I have to report the death of Captain Buchanan and 2 of his men by Minié balls from rifle pits; also Acting Master A. S. Wiggin, severely wounded through the shoulder, and Acting Ensign [H. D.] Foster through the cheek. The *Calhoun* also had 5 men wounded by Minié balls. No serious injury received by the vessels. We are now endeavoring to remove the obstructions. I will forward to you by railroad to-morrow the remains of Captain Buchanan.

Very respectfully, your obedient servant,

A. P. COOKE,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,
U. S. S. *Hartford*, off New Orleans.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, announcing the death of Lieutenant-Commander Buchanan, U. S. Navy.

NEW ORLEANS, *January 15, 1863.*

MY DEAR SIR: General Weitzel telegraphs that Lieutenant-Commander Buchanan was killed yesterday by a shot from a rifle pit. He speaks of it as the result of a rash act in advancing—the only fault of a very brave and honorable man. There were 3 men killed yesterday and some wounded. I hope to hear further to-day from the general, and will send you information.

The ammunition requested by General Weitzel was forwarded this morning at 5 o'clock. Steamers have also been sent to Berwick Bay for transportation of his troops in case of accident.

Very truly, yours,

N. P. BANKS,
Major-General, Commanding.

Admiral FARRAGUT,
U. S. S. Hartford, New Orleans.

Report of Brigadier-General Weitzel, U. S. Army.

HEADQUARTERS RESERVE BRIGADE ON THE FIELD,
Four Miles above Pattersonville, January 14, 1863.

Left Brashear City yesterday at 11 o'clock; sailed 9 miles up Teche, cavalry and artillery marching on west bank; landed and marched up bayou 2 miles, then bivouacked within sight of rebel gunboat *Cotton*. This morning resumed march and threw skirmishers on bank of bayou to pick off *Cotton* gunners; they did this in fine style, completely silencing her; we also drove back and silenced small field battery of enemy. Lieutenant Commanding Buchanan advancing too hastily, was killed by shot from rifle pit. Naval officers report it a week's labor to remove obstructions on Teche. We are 1 mile above obstructions, and in front of us are field fortifications. We get information of 10 guns, 1,100 infantry, and 1,000 cavalry. Our loss in skirmishing yesterday, 1 killed and 1 wounded; to-day, 3 killed and 14 wounded. I send list of ammunition required: For [E. C.] Bainbridge's battery, 40 rounds canister for 3-inch rifle; 80 rounds percussion shell for ditto; 280 case shot for ditto; 500 cartridges for ditto; 40 canister for light 12-pounder gun; 250 spherical case for ditto; 130 Schenkle shell for ditto, filled; 130 Schenkle shell cartridges for ditto; fuzes and friction primers for above. If any solid shot, send in place of some spherical case for one section of 12-pounder; Carruth, 200 6-pounder Sawyer shell, 200 cartridges, 100 12-pounder howitzer shell; 50 spherical case for ditto; 50 accelerating canister. [A. W.] Bradbury's battery, 350 6-pounder Schenkle shell, filled; 50 12-pounder howitzer shell; 450 cartridges; 500 friction primers. Please send immediately by special train, so as to reach to-morrow at 10 o'clock.

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

G. WEITZEL,
Brigadier-General, U. S. Volunteers.

Major-General BANKS.

[Telegram.]

BERWICK BAY—6 p.m.

(Received New Orleans, January 15, 1863—9 p. m.)

I have just returned. We have accomplished the object of our expedition. The C. S. gunboat *Cotton* is one of the things that were. We lost 4 killed and 14 wounded. My men behaved magnificently. I am recrossing the bay.

G. WEITZEL,
Brigadier-General, U. S. Volunteers.

General N. P. BANKS,
Commanding Department of the Gulf.

List of wounded from Berwick Bay.

FLAGSHIP HARTFORD,
New Orleans, January 16, 1863.

SIR: The following wounded officer and men from Berwick Bay were admitted into St. James Military Hospital last night, viz:

From the Kinsman.—Acting Master A. S. Wiggin, Minié rifle ball through right shoulder, severely.

From Calhoun.—John Luce, quartermaster, shot in left knee, severely; James Williams, seaman, shot in arm; William Adams, seaman, shot in thigh.

I am, respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of casualties.

FLAGSHIP HARTFORD,
New Orleans, January 26, 1863.

SIR: The following is a list of the killed and wounded in the fleet during the engagement at Bayou Teche on the 14th instant, viz:

Steamer Calhoun.

Killed.—Lieutenant-Commander Thomas McKean Buchanan, shot through the head; William Neilson, landsman, shot with Minié rifle; Charles Davigh, seaman, shot with Minié rifle.

Wounded.—Henry D. Foster, acting ensign, shot in chest, severely; William Adams, seaman, shot in left elbow, severely; James Williams, seaman, shot in leg, severely; John Lewis, seaman, shot in leg, severely; George Perkins, seaman, shot in spine, slightly; George Riley, landsman, shot in leg, slightly.

Steamer Kinsman.

Wounded.—Acting Master A. S. Wiggin, Minié rifle ball passed through arm and shoulder joint; very severe.

Total.—Killed, 3; wounded, 7.

I am, respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Detailed report of Lieutenant-Commander Cooke, U. S. Navy, commanding U. S. S. *Estrella*.

U. S. GUNBOAT *ESTRELLA*,
Berwick Bay, January 16, 1863.

SIR: I have to report that Tuesday morning the gunboats here crossed General Weitzel's artillery and cavalry and embarked his infantry, six regiments, carrying the latter to Pattersonville, while the former marched to the same place.

We arrived there at 3 o'clock p. m., when the brigade was formed in line of battle and marched to the mouth of Bayou Teche, covered by the gunboats, and there encamped for the night, the gunboats anchoring in line ahead.

At 7 o'clock next morning the *Diana* crossed the Eighth Vermont Regiment to cover the gunboats on the northern bank of the bayou. About 8 o'clock we commenced moving on the enemy's position, the *Kinsman* leading, the *Estrella* next, then the *Calhoun* and *Diana*. Firing began about 9, the *Kinsman* and *Estrella* engaging the *Cotton*, and artillery attacking at same time. When near the obstructions the *Kinsman* was fired into by riflemen from pits on the northern bank. Captain Wiggin engaged them with small arms, his men lying flat on deck, and the vessel receiving the *Cotton's* fire at same time. Here his executive officer, Mr. A. S. Wiggin, was wounded by a Minié ball, and his vessel struck five times by the *Cotton*. The *Estrella* now enfiladed the rifle pits with grape and canister, engaging the *Cotton* also with forward pivot gun. Lieutenant McKay worked the battery with good effect. While maneuvering his vessel near the obstructions and endeavoring to get out of range of the rifle pits, Captain Wiggin had a torpedo explode under his stern, which, however, did no serious damage. After this the *Kinsman* had retired from range of the rifle pits and Captain Buchanan advanced to the same position. At this time, about noon, the *Cotton* was repulsed by our combined attack, but the riflemen continued to fire with great effect upon the *Calhoun*. Her men behaved very finely. As one would fall another promptly took his place at the guns. Captain Buchanan was here killed; also 2 of his men and 6 wounded. Both quartermasters at the wheel were severely wounded, when the pilot, Mr. Doten, took the helm and remained at his post. The Eighth Vermont Regiment was now coming up, and soon drove the riflemen from their pits, capturing some 20 or 30 of them. It would have been impossible for the boats to have dislodged them. We now moved up to the obstructions and discovered another torpedo with a wire attached leading on shore. It was carefully removed.

In sounding the channel we found it pretty effectually blocked up, and that it would take some time to clear the obstructions. Firing was kept up at intervals until dark by our artillery and skirmishers above. The *Cotton* must have suffered a great deal from our artillery and sharpshooters. We remained near the obstruction all night. Next morning (Thursday), at 5 o'clock, a large fire was seen above the point and soon afterwards one of General Weitzel's staff reported to me that the *Cotton* was destroyed, and the General intended returning with his force that morning. His column was in motion at 10 o'clock and we followed down slowly in his rear. The *Diana* was the last vessel coming down and *Kinsman* next. They were followed by the enemy's artillery and cavalry and fired upon occasionally on the way down. We arrived at the bay about 5 o'clock p. m., and succeeded in crossing the whole force safely before midnight.

Very respectfully, your obedient servant,

A. P. COOKE,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Flagship Hartford, New Orleans.

Extract from diary of Acting Third Assistant Engineer Baird, U. S. Navy, of the U. S. S. *Calhoun*.

January 14, 1863.—Strong wind from S. E. and some rain. The *Southern Merchant* starts back to Brashear about 3 a. m. The *Diana* is ordered to take troops up the Teche, and I wonder how she is to pass the obstructions at Cornay's Bridge. At 7 we all move up the Teche, the *Kinsman* ahead; Mars is working the engine; we had agreed to relieve each other at that, for the engine room is small, two would be in the way; besides that, it is the most dangerous place in the ship, and there is no use in needless exposure; then I like to see what is going on. *Estrella* followed close to the *Kinsman*, the *Calhoun* next. We began firing at 8. The rebel batteries on shore and the steamer *Cotton* firing on us. Directly a torpedo exploded under the stern of the *Kinsman*, unshipping her rudder, and a sharpshooter from a rifle pit on shore shot Acting Master Wiggin (brother of the captain of the *Kinsman*) in the shoulder. The *Kinsman* then backed off down the bayou and Wiggin reported it to Buchanan as he passed, but Buchanan had seen and understood the explosion. I was then standing beside Buchanan on the upper deck, in front of the pilot house. The pilot, M., and the two quartermasters, Jenkins and Lewis, were in the pilot house. The *Estrella* was an iron vessel, with sides heavy enough to stop a musket ball, and at least conceal her men. It was the intention of Buchanan, as he said to me, to force the obstructions and follow up the steamer *Cotton*, so he ordered Captain A. P. Cooke to go ahead up to the obstruction, and Cooke replied, "The rifle pits line the shore," but made no move. The *Estrella* was then drifting down. Buchanan then said: "Then move out of the way and I will go." The *Calhoun's* forward and after decks were flush, no bulwarks except right on the bow at the anchors; her gun's crews were necessarily exposed. Mars was working the engine wheel slow, under one bell; the helm was a little a-port. Buchanan held the spyglass to his eye, looked on the obstructions, repeated what he saw, and told me to verify, which I did. So well I

remember the wreck of the bridge, the little steamboat, the flatboat load of bricks, the big logs that looked like live oak, etc. Directly the reports of rifles from the pits, probably 150 feet away, rang out. Buchanan exclaimed, "Oh, God!" The glass went over his shoulder. I suppose in his effort to raise his hands to his head he had thrown it. He fell like an ox, and as he fell I saw a blood spot the size of a half dollar in front of his right ear and from it the blood began to flow. So quick was it all that the spot was visible to me before the blood came. I was right at his side; he was directly between me and the pits, and had that ball missed him it would have hit me in the neck, for I was a little taller than he was. Quartermaster Lewis was struck in the leg and Perkins in the back, and as I stepped back behind the pilot house for protection, both Lewis and Perkins tumbled out on deck and lay down behind the little deck house; the pilot ran aft and escaped. I observed the ship had run her bow ashore on the side where the rifle pits were. I observed our fire was much slower. I noticed the Eighth Vermont Regiment advancing on the rifle pits slowly, so slowly I ran and got behind the ventilator on the port side, where I could call to Mars in the engine room. I told him the situation, and to back her. He did so, and she backed to the other side and her stern grounded and the current swept her around until she headed toward the pits. We then went ahead a couple of turns; she floated and soon drifted out of range. They had wounded the handsome Foster, killed Daverick, Neilson, and Lewis, and wounded Brown, Foster, Lewis, Perkins, Adams, Williams, Riley, and May. A spent ball hit my leg. While I was behind that ventilator, directing the movement of the vessel, the rebels evidently discovered me, because they struck that ventilator in wake of my body five times. One bullet penetrated the ventilator on one side, but failed to come through the other side, or it would have hit me in the breast. The only steam gauge we had was shot away; a musket ball was embedded in the iron of the steam drum. The woodwork was riddled with bullets. I went down on the gun deck pretty well scared. Jordan was working the forward battery; his men would get under cover and make sorties to load, train, and fire. I saw Jordan with a pair of horse pistols. He stepped out from behind the hog frame, turned his back to the rifle pits, and fired. * * *

The Eighth Vermont Regiment had charged the pits and the rebels were running, so I singled out a rebel and emptied my revolver. * * * It was about 10 o'clock when the Yankee soldiers charged the rifle pits, but we fired until about 11.15 as the rebel artillery and the *J. A. Cotton* were still engaged, but the *Cotton* was firing then on the soldiers. * * *

January 15.—Report comes from the signal officers of the army that the rebels have blown up the *J. A. Cotton* to prevent her falling into our hands.

Our forces have reached Franklin, [La.], by land, after a hard fight.

Extracts from the Report of Brigadier-General Weitzel, U. S. Army, commanding expedition.

HEADQUARTERS RESERVE BRIGADE,
Camp Stevens, La., January 18, 1863.

COLONEL: Having during the whole of week before last heard reports from different sources that the enemy was meditating an

attack on my forces at Berwick Bay, and that he was increasing the armament of the rebel gunboat *J. A. Cotton*, both in caliber and number, and knowing that this gunboat would be a very large element in the attack, I considered it my duty, in cooperation with our gunboat fleet in Berwick Bay, under Lieutenant-Commander T. McK. Buchanan, to make an expedition to capture, destroy, or cause to be destroyed, this gunboat.

I concentrated all my troops for the expedition. * * *

On Tuesday morning at 3 o'clock the gunboats commenced crossing the artillery and cavalry and completed it at 10.30 o'clock, and then took on board all the infantry. The whole force was disembarked and formed in line of battle at Pattersonville. Lieutenant-Commander Buchanan then made a reconnaissance, and upon his return I advanced my whole force to Lynch's Point and bivouacked for the night under cover of the gunboats.

Next morning I threw the Eighth Vermont on the east bank of the Bayou Teche, to clear that bank of riflemen and other land forces that might be there, and advanced my line on the west bank to attack the *Cotton*, which was in sight. Before starting I directed the colonel of the Eighth Vermont to call for 60 volunteers to move right up to the *Cotton* on the east bank and shoot down her gunners. I directed Lieutenant-Colonel Babcock, of the Seventy-fifth New York, to call for the same number of volunteers to do the same on the west bank.

Soon after starting, the gunboats, which were ahead, engaged the *Cotton*, my line steadily advancing. As soon as the Seventy-fifth New York was within supporting distance of the *Cotton* a portion of her regular line of skirmishers and the volunteers attacked her, shot down everyone in sight, and completely silenced her. At the same time Captain Bainbridge was enfilading her from the main road, and Carruth and Bradbury, en échelon, on plantation roads running parallel to the main road, were firing at her broadside. The Eighth Vermont came up on the east bank as quickly as possible, drove the enemy from his rifle pits and the cavalry which was supporting these riflemen, and took 41 prisoners, including a lieutenant. The three pieces of the enemy's artillery, with its infantry and cavalry support on the west bank, were driven back by the skirmishers of the Seventy-fifth New York and my light batteries. At the same time the gunboats were firing at the *Cotton* as fast as possible. The *Cotton* stood this terrible fire bravely for some time, then commenced retreating slowly. After getting out of range she came back, but was again repulsed, and after that there was only slight skirmishing between the land forces for the rest of the day.

Next morning before daybreak, and before we could commence removing the obstructions in the bayou, the *Cotton* was reported on fire. She had been swung across the bayou and burned, so that her hull might serve as a further obstruction.

The object of the expedition having thus been accomplished, I immediately ordered the return, and arrived here Friday night with my whole command.

We captured about 50 prisoners (including 1 lieutenant) and several horses. We lost 1 lieutenant and 5 privates killed and 2 noncommissioned officers and 25 privates wounded.

The gunboat fleet, commanded by the brave and lamented Buchanan, consisted of the *Calhoun*, Lieutenant[Commander] Buchanan

commanding (and since his death by Acting Master M. Jordan); the gunboat *Estrella*, Lieutenant-Commander A. P. Cooke; the gunboat *Kinsman*, Acting Volunteer Lieutenant George Wiggin, and the gunboat *Diana*, Acting Master E. S. Goodwin. All of these gallant officers and the brave officers and men under them did their duty bravely and well. They crossed and recrossed my whole command over Berwick Bay without a single accident, and covered my advance and march on the return in the most handsome manner.

* * * * *

Lieutenant [James E.] Whiteside, of the Seventy-fifth New York, bravely led his volunteers; went up to the banks opposite the *Cotton* and ordered them to haul down her flag. He was immediately fatally shot, but before dying ordered his men to keep on and take the ship.

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

G. WEITZEL,

Brigadier-General, U. S. Volunteers.

Lieutenant-Colonel RICHARD B. IRWIN,

Adjutant-General, Department of the Gulf, New Orleans, La.

GENERAL ORDER, {
No. 1. }

FLAGSHIP HARTFORD,
New Orleans, January 16, 1863.

The funeral of the late Lieutenant-Commander T. M. Buchanan will take place this morning at 10:30 from the ferry wharf, foot of Canal street.

Such officers of this squadron as can be spared from duty on board these respective vessels will be required to pay their last respects to this brave and honored officer, who met his death in the faithful discharge of his duty.

Dress: Service undress.

[D. G. FARRAGUT,]

Rear-Admiral.

Synopsis of report of Lieutenant Winchester, C. S. Army.

QUARTERS. FARIES' BATTERY, P. L. A.,
Camp Bisland, Bayou Teche, La., February 19, 1863.

SIR: I have the honor to say that, having forwarded a detailed report of the late action (January 14) on the Teche to brigade headquarters, I now submit a synopsis thereof for your information. This battery took position here under orders dated January 13. Early on the morning of the 14th the left section (two 12-pounder bronze field howitzers), under First Lieutenant J. R. Winchester, proceeded down the main bayou road and got in battery just in time to protect the C. S. gunboat *J. A. Cotton*, whose gunners and pilots had left their posts, they being unable to stand the hot fire of the Yankee sharpshooters. Here the left section dispersed the Yankees and enabled the gunboat, that had swung against the bank of the bayou, to become manageable and retire up the Teche.

The left section remained there until it had exhausted all its canister—20 rounds. It then fell back to its original position on the

right of the earthworks of Battery Fuseleer, and about 4 o'clock p. m. dislodged the entire force of the enemy from the shelter of the Bethel residence and negro quarters by the discharge of 40 rounds of spherical case.

The center section (two 6-pounder bronze smoothbore guns), under Second Lieutenant Oscar Gaudet, stationed in the open field to the right of the bayou, about 12 o'clock m. dispersed an advancing Yankee column and a section of artillery by the discharge of 19 spherical case. This section was soon after ordered to cross Bayou Teche and report to Colonel Leopold [L.] Armant, commanding Eighteenth Regiment Louisiana Infantry Volunteers, where it remained until the Federals retired.

The right section (two 3-inch Parrott rifles) took position in this fortification and played on the enemy; first on this bank of the bayou and then on the other, alternately, at intervals during the day, terminating with seven shots on the evening of the 15th of January. The rifle section fired a total of 40 fuze shell.

Casualties: Three men slightly wounded, 2 horses slightly wounded and 1 fatally.

I am, very respectfully, your obedient servant,

B. F. WINCHESTER,

First Lieutenant, Senior, Commanding Farries' Battery.

Captain T. A. FARRIES,

Commanding Battery.

Extract from the Houston, Tex., Tri-Weekly Telegraph, February 2, 1863.

U. S. gunboat J. A. Cotton burnt.

On the evening of the 13th instant a large Federal force was reported to be advancing both by land and water to attack our troops stationed about 12 miles below Franklin. The report proved to be correct, for at 6 o'clock p. m. they were encamped upon the plantation of J. M. Carpentier, and two of their much-dreaded gunboats were anchored below the obstructions at Cornay's bridge.

At about 8 o'clock a. m. on the morning of the 14th their intention was announced by a rapid firing from their gunboats, and it was evident that they had not come, as usual, to feel for our position, but to meet us face to face. Owing to the superior range of their guns, the batteries of the *Cotton* did not at first reply to their salutations; but as they neared the obstructions the deep thunder of our heavy guns trembled on the wind, and we knew that the game had ceased to be altogether on one side. For hours the roar of artillery was almost incessant, and the high wind which had been prevailing seemed frightened into silence.

It was evident in a very short time that our fire from the *Cotton* was telling seriously upon the enemy's vessels. The *Grey Cloud*, which was the first to attack, was discovered to have drifted broadside across the bayou, in which condition she remained, receiving broadside upon broadside without replying from her batteries. At this juncture the *Estrella* was seen to approach her and remain some time by her side. The *Estrella* then retired a short distance, keeping

under cover of the *Grey Cloud*, and took up a position which enabled her to throw her fire from behind the latter, whose shots thereafter were but few and ineffective.

Surely Providence was with us in this artillery duel. Our shots were frequently seen to plunge into their sides, at one time with such effect as to cause the crew of the *Grey Cloud* to abandon her gun decks, while the enemy's, though frequently striking us, inflicted no real damage whatever.

About 10 o'clock a. m. it was discovered that three regiments of the enemy's infantry were advancing in such a manner that their extreme left would flank the *Cotton*. These regiments were supported by batteries of fieldpieces. Upon perceiving this, the *Cotton's* springs were cut and the order given to back up the bayou to be in line with our land forces. The movements of the enemy were so rapid that they were soon upon the very banks of the bayou, firing volley after volley upon our gun decks, and sweeping the men from the batteries.

It was about this time that Lieutenant Stevens, of the Confederate Navy, fell, fighting like a hero, brave as a lion, and calm and immovable as the very statue of silence. The loss of such men, while deeply mourned by individuals, should clothe a whole nation in sadness. The monuments they merit are deep in the hearts of the people, more enduring than the shaft which pierceth to the clouds.

At this time, too, was wounded our brave captain of the *Cotton*. Shot through both arms, the purple tide of life gushing from his wounds, he stood like granite at his post, nor left it until his boat was moored in line with our advanced troops on land. He was then removed to the steamer *Gossamer*, to be transported to Franklin, and Lieutenant E. T. King assumed command.

The lieutenant, after the removal of the killed and wounded, directed the *Cotton* once more toward the scene of action. While advancing in this direction several batteries, which were concealed upon the banks, opened upon this boat with a heavy fire, almost every shot striking her. Her cabin was riddled with balls, but the iron over her machinery proved the efficacy of such a defense, for their shots made scarcely an impression upon it. It is certain that, for all practical purposes, the *Cotton* was as formidable after the engagement as if she had never sustained the fire of the enemy.

Finding that he could not reply with effect to the land batteries, and there being no support on shore, Lieutenant King returned to the position he had occupied when taking command. The loss of the *Cotton* is as follows:

Killed.—Lieutenant H. K. Stevens, C. S. Navy; Corporal V. Gautreau, privates J. A. Chesnut, O. A. Fleurot, J. B. Melancon.

Wounded.—Captain E. W. Fuller, in both arms; Lieutenant E. Montague, in the side; Sergeants F. De la Rue, J. Gautreau, in the side, and D. Como, in the hand. Privates J. C. Bishop and R. J. Hankins, in the foot; F. Devillier, J. A. Hickman, in the head.

Colonel McWaters, of the Second Louisiana Cavalry, was also killed, near the residence of Colonel Bethel, and his remains have been taken to Alexandria for interment. We are unable to-day (Monday) to give a list of the killed and wounded of the land forces, but it was very trifling, not exceeding 10, it is believed, all told. Up to the present writing—Sunday, 1 o'clock p. m.—we are unable to learn the enemy's loss. This closes the history of the battle on the 14th.

Since that day there has been no fighting beyond occasional skirmishes. The enemy have retreated to Berwick Bay. What are their intentions for the future in regard to this, the fairest portion of our State? The red blaze of incendiarism, the smoldering ruins which mark their backward march, would seem to indicate that they are about to abandon this section and seek to leave cruel remembrances of their fanatical hate behind them. Among the houses destroyed on this side of the bayou we notice those of Colonel P. C. Bethel, Mr. A. A. Fuselier, and Mr. Numa Cornay.

Our forces were commanded by Brigadier-General Alfred Mouton, and those of the enemy by General Weitzel and Commander T. M. Buchanan, the latter of whom was killed. The Yankees, in the words of the brave Captain Fuller (the Paul Jones of the South), fought like tigers, and exhibited feats of great daring and bravery. They were in such close proximity to the *Cotton* that the word of command, "Oblique, march!" was distinctly understood when our battery, placed on her hurricane deck, let fly its missiles of death at their advancing columns, which were decimated by the unerring aim of our expert gunners.

The *Cotton*, which had become the pet and pride of our community; the *Cotton*, which had come to be regarded as personal property among us, is no more. After having fought with unparalleled success in more than one engagement all the gunboats the enemy could bring against her; baptized in blood that welled from the hearts of the noblest and the bravest in the land; invincible to her enemies, the idol of her friends, one stroke of the mighty pen has swept into annihilation what tempests of shot and shell and fire had failed to scathe. She now lies a gloomy wreck upon the water, though lost and abandoned, defiant in her loneliness, and still, as she was when afloat, a barrier to the advance of her foe.

Is there blame to be attached to anyone for this destruction of our means of defense? Can it be explained why there was no concert of action upon the part of our land and water forces? We are no warrior, nor do we seek to constitute ourselves a tribunal to attach censure to anyone; but surely where such tremendous effects are remarked there must have been causes for their production. Let the matter be thoroughly sifted by the constituted powers, and let those who are "weighed in the balance and found wanting" be placed among the lights of the community.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, commanding off Galveston, regarding general matters.

FLAGSHIP HARTFORD,
New Orleans, January 15, 1863.

DEAR COMMODORE: I received your sad intelligence last evening, by a dispatch from the South West Pass, of the loss of the *Hatteras*. I was sadly grieved for the loss of vessel, officers, and men. Independent of all other considerations, I can badly spare them. Still, had she been taken in the capture of Galveston, it would not thus have grieved me, but I fear it has given the enemy so much time to prepare for you that I have no doubt it will double the loss of

life to recapture it from what it would have done on last Saturday. I regretted that I could not get the *Owasco* off sooner, but you know how difficult it is to get them all ready for sea. The little steamer *Estrella*, just as I was getting her off, was looked upon as an absolute necessity in Berwick Bay. I received notice that the enemy was preparing with a number of cotton boats to attack ours, in the Galveston style, by boarding, and Buchanan very properly determined to anticipate them, which he did yesterday, and although the effort was successful in drawing them from their batteries and the *Cotton* up the river, still it was a sad, sad result, because it lost me one of the most gallant young officers I had in my command. Buchanan was killed by a Minié rifle and will be interred here to-morrow, but I still hope that our combined forces will capture the *Cotton* and some other steamers in Berwick Bay or the tributary waters.

As soon as that is accomplished, the *Sachem* repaired, and the *Barrataria* ready, we will have abundance of light-draft vessels for the surroundings of New Orleans, but the soldiers appear so unwilling that any of these vessels should be withdrawn that Weitzel has made a protest against it, and I am therefore compelled to comply with the general's wishes, hence you have not received the *Estrella*, as was anticipated, but I still thought that six boats would be ample for all your work, and I therefore return you the *Itasca* with the *Katahdin*. It has been blowing a gale from the S. and W. ever since the vessels crossed the bar.

I have sent the *Tennessee* off this morning with official notices to all the blockading fleet as far as Key West, and directed Hitchcock to send the *Oneida* or *Cuyler* to Key West for that purpose, also to try and intercept the *Alabama* or *Oreto*, as the case may be. Some think it is the latter.

Since writing the above the steamer *Cotton* is burned by the enemy. I found on the arrival of the *Clifton* that her bow rudder was again carried away and the river current is so seeming strong that its repair is attended with great difficulty, added to which her crew are so completely demoralized that I find it impossible to send her back to you as an efficient vessel. I shall therefore have to send you two of the gunboats—*Itasca* and *Katahdin*. You lose by this exchange a powerful battery, but the *Clifton* has no protection either for boilers, machinery, or men, and under the circumstances, unless she could [go] right into the harbor, I deem it useless to send her. Wishing you every success,

I remain, truly, yours,

D. G. FARRAGUT,

Commodore BELL, U. S. Navy.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Alden, U. S. Navy, referring to the loss of the U. S. S. Hatteras and operations in Bayou Teche.

FLAGSHIP HARTFORD,
Off New Orleans, January 15, 1863.

CAPTAIN: I have just received your report of the reconnoissance made by Commander Caldwell, and I am glad to find they have only

19 guns instead of 30, as was formerly reported. Your oil will be sent up in the *Katahdin*, and Commodore Morris is chartering a coal vessel to go up.

The coal for the *Essex* is at Donaldsonville. I think the gunboats can carry it up to her; it is all in bags. We are verifying the old rule, that misfortunes seldom come singly. We have just received news of the destruction of the *Hatteras* by the *Alabama*, or some such craft, off Galveston. Lieutenant-Commander Roe will tell you all the particulars. We have also had a success in the Teche, if such a thing can be called a success by which we lost Lieutenant-Commander Buchanan and several men, but he drove the *Cotton* and their land forces from the barricades, and are now pulling them up, and I trust in the course of two or three days they will destroy or capture the *Cotton*. I sent the *Tennessee* to-day round to Pensacola with dispatches to give notice of the *Alabama's* being in the Gulf, in order that they may be on their guard.

I send the *Katahdin* up to you and wish you to send me the *Itasca* down, as I want her to replace the *Hatteras*, with Commodore Bell. I desire him to have 6 gunboats; he has 4 now and I will send the *Clifton* and *Itasca* down to him.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commander J. ALDEN,
Commanding U. S. Naval Forces, off Baton Rouge.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Hitchcock,
U. S. Navy.

FLAGSHIP HARTFORD,
New Orleans, January 15, 1863.

SIR: Proceed to Key West, Fla., with my dispatch to Admiral Bailey and deliver the same, then return to off the Passes and telegraph to me the result. On your way you will keep a good lookout for rebel steamer 290, now supposed to be in the Gulf.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

I herewith enclose a blank order which you will fill up either with the name of the commander of the *R. R. Cuyler*, or of the *Oneida*, whichever you can best spare, and dispatch at once.

I have ordered the *Colorado* off Mobile.

If the *Cuyler*, you will let her take two 32s from the *Potomac*.

Very respectfully, etc.,

D. G. FARRAGUT,
Rear-Admiral.

Commodore R. B. HITCHCOCK,
Commanding Blockading Force,

Vessels of the blockade off Mobile leaving for and returning from Pensacola, etc.

Vessel.	Date of leaving.	Date of return.
Aroostook.....	1863. January 16.....	1863. January 23.
Kanawha.....	February 23.....	February 25.
	January 5 (for Ship Island).....	January 16.
	January 25.....	January 27.
	January 31 (for Ship Island).....	February 1.
Kennebec.....	February 1 or 2.....	February 5.
	1862. December 24.....	1862. December 27.
Pocahontas.....	1863. January 30.....	1863. February 13.
	1862. December 28 (for Ship Island).....	January 4.
Pembina.....	1863. January 13.....	January 16.
	February 6.....	February 7.
	February 28.....	March 3.
	January 23.....	January 31.
Pinoia.....	January 17.....	January 20.
	January 27.....	January 30.
	February 25.....	February 27.
	March 16.....	
Laekawanna.....	February 21.....	March 4.
R. R. Cuyler.....		March 8 (from Key West).

Escape of the C. S. S. Florida from Mobile, January 16, 1863.*

Report of Rear-Admiral Farragut, U. S. Navy.

No. 16.]

FLAGSHIP HARTFORD,
New Orleans, January 19, 1863.

SIR: It now becomes my duty to report the running out of the *Oreto* from Mobile. As you will perceive by the report of Lieutenant-Commander Temple, when last seen the *R. R. Cuyler* was within about 4 miles of her, both scudding in a gale of wind, but with every sail set they could carry; and had Captain Hazard, in the *Oneida*, obeyed his orders and chased also there would have been but little doubt of her capture; as it is, I fear for the result. The *Cuyler* is a frail vessel, with her machinery all exposed, and her battery not quite equal to that of the *Oreto*; still I have faith in Commander Emmons, from his anxiety to go in pursuit of the *290*, and his promptness in this chase, but my fears are that both vessels will be destroyed in such a sea if Commander Emmons runs the *Oreto* down, which I feel assured he will do.

The *Oneida* has gone to Key West, and, in pursuit of the *290*, back to the mouth of the Mississippi in the track of our vessels. As soon as Captain Hazard reports to me I shall bring him before a court. I have to repeat to you that I am still waiting on the army. Captain Jenkins unfortunately received my orders as captain of the fleet two days before the *Oreto* ran out.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

* See also Series 1, volume 2.

Report of Commodore Hitchcock, U. S. Navy, transmitting copy of questions sent to commanding officers off Mobile.

U. S. S. SUSQUEHANNA,
Pensacola Bay, April 3, 1863.

MY DEAR SIR: I enclose a copy of questions which I have sent to all the commanders of vessels off Mobile. With the exception of Captain Franklin all have expressed approbation of my conduct in full. Captain Franklin answers in this wise, viz:

1. I was stationed to the westward the night, or rather the morning, the *Florida* escaped. I was recovering from an illness and was still on the surgeon's list. I understood the night was dark and stormy. I understood that the *Pembina* made signal, and that she and the *Cuyler* started in pursuit. I am not aware that the general or verbal orders of the blockade were in any way defective, except with regard to our private signals, which I do not think were as perfect as they might have been at that time.

2. If the commodore thought the Swash and other channels were blockaded by the bad weather, I think it would have been better had all the vessels been brought near the bar that night and a gunboat sent inside the bar if practicable, but I presume the commodore did not wish to risk a vessel inside. In his place I do not think I would have sent one inside.

3. As to whether Commodore Hitchcock has failed at any time to do all that could be done with the forces under his command, I have to say that I think the force at times might have been disposed to better advantage, but this is an opinion, and I have no doubt Commodore Hitchcock did with regard to the disposition of his force what he considered best for the maintenance of the blockade, with due regard for the safety of his vessel.

4. I do not know that Commodore Hitchcock has failed in zeal or capability at any time to meet the requirements of his position. I think he was as efficient as the generality of officers occupying his position would have been.

5. No. Not without what I have said in No. 2, or a better arrangement of the private signals would have been a better arrangement.

6. I think it would have been better had the commodore signalled the *Oneida* to chase, and the directing signals had been better arranged, and if the arrangement spoken of in No. 2 had been adopted. If these can be considered deficiencies, this is my statement in that regard.

Very respectfully, your obedient servant,

S. R. FRANKLIN.

The statements and answers to the foregoing interrogatories were sworn to before me, this 31st day of March, A. D. 1863.

J. R. GOLDSBOROUGH,
Captain and Senior Officer off Mobile.

With these answers he sends me a letter marked private, in which he expresses the greatest regard for me. Well! he has a right to answer as he thinks is right, but it is somewhat strange, I think, to say it would have been a better arrangement to have had a vessel inside the bar, and yet he would not have put one there. No! I will promise he would not, if he had to go in her. He has at all times expressed more anxiety about going in there than any other commander.

I have no doubt he thought he did much for me, and more than I deserve, when he says: "He was as efficient as the generality of officers." Truly he deserves my thanks, but not for his private letter.

You may show the admiral (or any one else) his testimony. I think it rich, even if it hangs me.

I do not expect to get out of the scrape any better than Preble; still it does not trouble me very much. I think it hard to have been kept here for a year in this ship, but if I can get home and out of the service it will be enough for me. I have been and am now all anxiety about you. God grant you are safe; truly you have all my best

wishes and prayers that you may come well out of it, with glory and all its profits.

Commodore Smith, Brasher, and Gibson are to try me.

Nothing from the *Oncida*.

Truly, most truly,

R. B. HITCHCOCK.

Captain T. A. JENKINS.

[Enclosure.]

U. S. S. SUSQUEHANNA,
Pensacola Bay, April 3, 1863.

SIR: The Secretary of the Navy has directed that a court of enquiry be held upon the senior officer off Mobile at the time the *Florida* escaped.

Will you please state all the facts within your knowledge connected with the escape of the *Florida*; also if the general or verbal orders of the blockade were in any way defective.

2. If the arrangement of the forces off Mobile at the time of the escape of the *Florida* were defective; if so, in what particulars.

3. If the senior officer, Commodore R. B. Hitchcock, has failed at any time to do all that could be done with the forces under his command.

4. If the senior officer, Commodore R. B. Hitchcock, has failed in zeal, capability, or efficiency at any time to meet the requirements of his position.

5. If, with the knowledge you have gained since the escape of the *Florida*, it is your opinion a better arrangement could have been made to prevent the escape of that vessel, and watch the Swash and other outlets from the bay of Mobile.

6. State all and everything in which there was before, or at the time of the escape of the *Florida*, any deficiencies in the orders or acts of the senior officer, R. B. Hitchcock, which aided the escape of that vessel.

The statement and answers to be sworn to before the senior officer present.

Report of Commodore Hitchcock, U. S. Navy, transmitting statement of Captain Jenkins, U. S. Navy, captain of the fleet.

COLD SPRING, August 5, 1863.

SIR: Accompanying this is a statement of Captain T. A. Jenkins, who was on board the *Susquehanna* at the time of the escape of the *Florida* from Mobile.

With the receipt of the notification of your order for my trial, I was directed (as senior officer) to give all facilities for ascertaining the facts connected with the escape of the *Florida*, fearing that the small force off Mobile might prevent some of the officers appearing at the trial, to be held at Pensacola, I addressed (as senior officer) to each of the commanders of vessels belonging to the division at the time of the escape of [the] *Florida* such questions as I thought would elicit all the facts. It was, however, in my power (by the court extending the time of trial) to permit all the witnesses desired by the court to appear before it, except such as had left the division.

Admiral Farragut, Captain Jenkins, Commanders Febiger and Temple were requested to send their statements to the Navy Depart-

ment. I do not know that they have done so. That of Captain Jenkins having been sent to me, I respectfully request that it may be filed with the record of the trial.

Respectfully, your obedient servant,

R. B. HITCHCOCK,
Commodore, U. S. Navy.

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

[Enclosure.]

U. S. S. SUSQUEHANNA,
Pensacola, March 22, 1863.

SIR: I am to appear before a court of enquiry in relation to the escape of the *Florida*. Will you please furnish me with a statement of the facts which came under your observation which bear upon the case:

1. If, as commanding officer, I did my duty well or ill.
2. If, as commander of the *Susquehanna*, you have any knowledge of a want of zeal or of efficiency.
3. If, while on board the *Susquehanna*, you observed anything which looked like inattention or want of efficiency.
4. If the arrangement of the forces off Mobile at the time of the escape of the *Florida* was defective; if so, in what particular.
5. If the senior officer, Commodore R. B. Hitchcock, has failed in zeal, capability, or efficiency at any time to meet the requirements of his position.
6. If the senior officer, Commodore R. B. Hitchcock, has failed at any time to do all that could be done with the forces under his command.
7. If, with the knowledge you have gained since the escape of the *Florida*, it is your opinion a better arrangement could have been made to prevent the escape of that vessel and watch the Swash and other outlets from the Bay of Mobile.
8. State all and everything in which there was before or at the time of the escape of the *Florida* any deficiencies in the orders or acts of the senior officer, R. B. Hitchcock, which aided the escape of that vessel.

The statement and answers to be sworn to and subscribed before the senior officer present.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,
Commodore, Comdg. Division West Gulf Blockdg. Squadron.

Captain T. A. JENKINS,
Captain of the Fleet.

Statement.

Thornton A. Jenkins, a captain in the United States Navy, serving as captain of the fleet and chief of staff in the West Gulf Blockading Squadron, personally appeared before me, this 3d day of July, A. D. 1863, and submitted under oath the following statement and answers to queries at the request of Commodore R. B. Hitchcock, U. S. Navy, and lately in command of the United States blockading forces off Mobile and at Pensacola, Fla., in relation to the escape from Mobile

Bay of the rebel steamer *Oreto*, alias *Florida*, on the night of the 15th and 16th January, 1863 (Commodore R. B. Hitchcock commanding U. S. S. *Susquehanna* and the senior officer present at the time.)

Having been relieved of the command of the blockading forces off Mobile on or about the 28th December, 1862, by Commodore R. B. Hitchcock in the U. S. S. *Susquehanna*, to enable him to proceed to Pensacola to have the serious damage (sustained by the U. S. S. *Oneida*, under his command, by the U. S. storeship *Supply*, Commander Colvocoresses, running into her while at anchor off Mobile Bar on the afternoon of the 13th of that month) repaired, he returned to the anchorage off Mobile in the *Oneida* on the 12th January, 1863, where he found an order from Rear-Admiral Farragut, dated January 8, 1863, detaching him from the command of the *Oneida*, upon the reporting of Captain S. F. Hazard, and detailing him for duty as captain of the fleet.

Having turned over the command of the *Oneida*, in obedience to orders, to Captain Hazard, he repaired on board of the U. S. S. *Susquehanna* (Commodore Hitchcock) on or about the afternoon of the 16th January, 1863, there to await a conveyance to New Orleans to report to Admiral Farragut, and remained on board that vessel until the afternoon of the 17th of that month.

In transferring the command of the *Oneida* to Captain Hazard he endeavored to inform him fully of all matters relating to the duties of the different commands blockading off Mobile, and especially with regard to the general and special instructions issued by him when first left in command of the blockading forces, bearing dates November 12 and 14, 1862.

Copies of all orders and circulars, special or general, of all signals, and of all official communications relating to the duties of the squadron, were delivered to Captain Hazard, whose particular attention was invited to them, and he was also informed that the executive officer and all the watch officers of the *Oneida* knew the orders and instructions and were familiar with the special night signals which had been established.

Pointed reference was made to his instructions of November 14, 1862, issued for the special purpose of preventing the escape of the *Oreto*, alias *Florida*.

At the time he left the *Oneida* she was anchored with the Sand Island light-house bearing about north and the *Susquehanna* bearing about east, distant from $1\frac{1}{2}$ to $1\frac{1}{2}$ miles. The *Susquehanna* was anchored about on the line given in the sailing directions for running in through the center or deepest water of the Main Ship Channel, distant about $1\frac{1}{2}$ miles (by estimation from the chart) from the center of the main channel bar, and at a little less distance from the buoy placed to mark the eastern extremity of the outlying shoals on the north side of the entrance and very near the positions occupied by the *Brooklyn* while on the blockade.

The steamer *R. R. Cuyler*, distant about 1 mile, bore about N. E. from the *Susquehanna*.

The gunboats *Pinola* and another occupied their usual positions to the eastward, to guard the east channel, and one gunboat, he thinks, was to the westward of the position of the *Oneida*, to guard the western Swash Channel. The steamer *Montgomery* had gone north during his absence at Pensacola, and one, perhaps two, of the

gunboats were away for coal and repairs. The gunboat *Pembina* was, for the time being, stationed near the main channel entrance during the day and inside of the bar of that entrance during the night, unless the sea and weather were such as to render that anchorage unsafe.

Shortly after getting on board of the *Susquehanna* the wind commenced hauling to the southward and increasing in force, until it blew a hard gale, with rain, and a heavy sea setting in from the southward. The atmosphere became thick and hazy, rendering it impossible to see objects landward beyond the range of Sand Island until the afternoon of the 15th, when the wind having considerable westing in it, the clouds and mist over Mobile Bay lifted, bringing into view, as first reported by signal from the *R. R. Cuyler*, a vessel supposed to be the *Oreto*, or *Florida*, lying under Fort Morgan, inside of Mobile Bay, and apparently ready for sea.

When the officer of the deck on board the *Susquehanna* reported the purport of the *Cuyler's* signal, he followed Commodore Hitchcock on deck, where, by the aid of glasses, the conclusion was arrived at the vessel was the *Oreto* and that she would avail of the favorable wind and bad state of the weather to attempt to make her escape during the night. A general telegraphic signal was made to the squadron to keep up full steam, that the enemy was in sight and appeared to be ready for sea. Signal was then made to the *Pembina* to come within hailing distance.

When the *Pembina* came within easy hailing distance, Commodore Hitchcock ordered Lieutenant-Commander Temple to proceed to the eastward and direct the commanders of the *R. R. Cuyler* and *Pinola* to reduce their distances, respectively, from him one-half, and to say that in case the vessel seen inside of Fort Morgan should attempt to run out during the night that the *Cuyler* and *Oneida* would be the principal chasing vessels; that having delivered the orders to the eastward, then to proceed to the *Oneida* and direct Captain Hazard to reduce the distance between his vessel and the *Susquehanna* one-half, preserving as nearly as possible the present bearings between them; to keep full steam, and in case the *Oreto*, or the vessel seen inside of Fort Morgan, ran out during the night, that the *Oneida* and *R. R. Cuyler* would be the principal chasing vessels.

The *Pembina* after going within hailing distance of the *Pinola*, *R. R. Cuyler*, and *Oneida*, resumed her station a short distance outside of the bar of the main channel, which was at that time plainly marked by the heavy sea and breakers. Having been frequently on deck during the day, he was satisfied it would not be safe to send the *Pembina* inside of the bar that night. All the vessels except the *Oneida* took positions satisfactory to Commodore Hitchcock and in accordance with his orders.

The *Oneida* took a position too far west from the *Susquehanna* and too far to the southward from the shoals on the southern side of the main entrance, over which it was thought the *Oreto* might attempt to escape.

The design of Commodore Hitchcock was (as communicated) to guard the main entrance by placing the vessels in an arc of a circle around the main entrance, with the *Pembina* as near the bar as prudence would permit, so that no vessel could pass between any

two of them without being discovered. This design was well seconded by all the vessels except the *Oneida*, and by the time that vessel had shifted her berth it was too late to communicate again with her with any certainty of being understood.

The gale of wind continued and the sea increased during the afternoon and night of the 15th.

Steam was up on board the *Susquehanna*, and everything about anchors, chains, and the battery appeared to be in readiness for the anticipated emergency.

He and Commodore Hitchcock remained up until after midnight, anxiously expecting to hear of the approach of the *Oreto*. Some time after midnight he threw off his coat and shoes and lay down, leaving Commodore Hitchcock up and attending to the reports and answers to his queries from the officer of the deck.

About 3 a. m., on the morning of the 16th, he heard the orderly at the cabin door report to Commodore Hitchcock that the *Pembina* had made signal that a vessel was running out; went on deck as soon as coat and shoes could be gotten on, and found Commodore Hitchcock and other officers of the vessel on the hurricane deck, looking with glasses in the direction of the position of the *Pembina* occupied at dark.

It was stated in reply to a question that the *Pembina* had made the special signal, "A sail running into this pass," and that the Coston light burning on board the *Susquehanna* was a repetition of that signal to the squadron.

While standing on deck near Commodore Hitchcock the dim, dark outline of a vessel, with a red lantern light exhibited, was seen passing to the southward and eastward from the starboard side of the *Susquehanna*, which it was concluded was the *Pembina*. Soon after it was reported that the special signal, "Steamer running out of this pass," had been made to the northward and eastward, which it was concluded was made on board of the *R. R. Cuyler*.

A short time after this last signal had been reported, a signal was made on board the *Susquehanna* which, upon enquiry of the officer making the signal, was said to be the general signal, "Chase."

Being satisfied that the *Pembina* and *R. R. Cuyler* had both gone in chase, efforts were made to ascertain whether or not the commander of the *Oneida* had also obeyed the general orders of the blockade, the special orders of Commodore Hitchcock of the previous afternoon to chase in case the *Oreto* came out, and of the general signal, "chase" after the *Oreto* had been reported as coming out, but owing to the strong breeze and darkness, nothing like a vessel could be seen in the direction of the anchorage of the *Oneida*. At daylight it was found that the *Oneida* was still at anchor, and that she had not moved during the night.

At the time the signal was made on board the *Pembina* it was blowing a strong gale from the westward and a very heavy sea setting in from the southward. The *Susquehanna* was very uneasy, and it became necessary to let go a second anchor before the gale abated.

The *Oreto* was not seen by him, nor did he hear any one say that she had been unmistakably seen by any one on board.

Answer to question No. 1. Always well, so far as came under my observation.

Answer to question No. 2. Have no knowledge of any want of zeal or of efficiency.

Answer to question No. 3. Observed nothing while on board the *Susquehanna* which looked like inattention or want of efficiency.

Answer to question No. 4. The forces were not defectively placed off Mobile at the time of the escape of the *Oreto*, except the *Oneida*, which was not in the position ordered by Commodore Hitchcock for the special purpose of endeavoring to intercept that vessel.

Answer to question No. 5. Never to his knowledge and belief.

Answer to question No. 6. Never to his knowledge and belief.

Answer to question No. 7. No better arrangement could have been made, but the orders of Commodore Hitchcock were not carried out on board the *Oneida*, Captain Hazard.

Answer to question No. 8. There were no deficiencies in the orders or acts of Commodore Hitchcock, so far as his knowledge extends, either before or at the time of the escape of the *Oreto*, which aided the escape of that vessel.

THORNTON A. JENKINS,
Captain, U. S. Navy, Captain Fleet and
Chief of Staff, West Gulf Blockading Squadron.

Sworn to and acknowledged before me, this 3d day of July A. D. 1863, on board the U. S. steam sloop *Pensacola*, at New Orleans.

HENRY W. MORRIS,
Commodore and Senior Officer.

Report of Rear-Admiral Farragut, U. S. Navy, reporting the detention for service in the West India Squadron of the U. S. S. *Oneida*, while searching for the C. S. S. *Florida*.

No. 104.]

FLAGSHIP PENSACOLA,
New Orleans, June 23, 1863.

SIR: I have to again report to the Department that I dispatched the steam sloop *Oneida* in pursuit of the *Florida* soon after that vessel ran the blockade of Mobile; also to notify the commanding officer at Key West of the fact. Upon the arrival of the *Oneida* at Key West Admiral Bailey, learning that the *Florida* was in Havana, sent her over in pursuit. There she fell in with Acting Rear-Admiral Wilkes, who seized upon her and has kept her in his squadron ever since.

I sent Captain Emmons to Key West to take command of the *Oneida*, intending to bring Captain Hazard before a court of enquiry, but I can neither get possession of the vessel nor the captain. This is but poor inducement for an officer to send a vessel in chase, if the commander of another squadron has the right to seize and appropriate such vessel to his own command.

It is said that Acting Rear-Admiral Wilkes ignores all authority, and says he will seize all vessels suitable to his purpose until he makes up his number. This conduct is respectfully referred to the Department for its interference. Should Admiral Wilkes come within my district I shall be strongly tempted to try the working of his system upon himself. The Department must see that if this system is to be the order of the day, this squadron must be the sufferer, being the most distant; and my vessels having to pass all the other squadrons on their way out, I would have but little prospect of increasing my

squadron or even of replacing my crippled vessels. Admiral Du Pont took my money. I did not object, because the exigencies of the service required it, as he promptly explained to me, but Acting Admiral Wilkes takes my vessels and by way of explanation tells me he "has taken them," and thinks no further explanation requisite. I understand he has ordered another commander to the *Oneida*, and has sent her on a cruise. I have therefore ordered Captain Emmons to return here to take command of the *Monongahela*, to which vessel I have temporarily ordered Commander A. Read, and I trust that by the time Captain Emmons arrives here the Department will have ready for Commander Read a vessel suitable to his rank. I esteem Commander Read as one of my most reliable officers in the day of trial, and I am happy to see such men are not few in the Navy, but still they are to be cherished.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant of navy yard, Pensacola for a court of enquiry upon Captain Hazard, U. S. Navy, commanding U. S. S. *Oneida*.

FLAGSHIP HARTFORD,
New Orleans, February 20, 1863.

SIR: As soon as the United States steam sloop of war *Oneida* returns to her station you will convene a court of enquiry upon Captain S. F. Hazard, U. S. Navy, in accordance with the precept and letter of appointment of the recorder and judge-advocate, transmitted herewith, and at the close of proceedings, transmit the record to me.

Upon the conclusion of this investigation of the facts and circumstances connected with the escape of the *Oreto* from Mobile Bay, and the cause or causes which prevented Captain Hazard from giving chase in the *Oneida*, you will direct that officer to proceed in the *Oneida* to this river and report to me without unnecessary delay.

Respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Commodore WILLIAM SMITH,
Commanding Navy Yard, Pensacola.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, regarding the sending to Galveston of the U. S. steamers *Itasca* and *Katahdin* in place of the U. S. S. *Clifton*.

FLAGSHIP HARTFORD,
New Orleans, January 17, 1863.

DEAR CAPTAIN: I must keep the *Clifton* in the river. I find her crew and officers so convinced that she will founder at sea that they are deserting and completely demoralized. I have therefore determined to send the two gunboats, *Itasca* and *Katahdin*, down in the

Clifton's place. I will take *Roe* out of the *Katahdin* if he wishes, and let the first lieutenant take her down for this affair at Galveston if it comes off, but we are now all agog in consequence of the *290* or *Oreto*, so that no boat can go by herself, and in fact I fear that all our small blockaders will be gobbled up before we catch the fellow. If your ship had any speed, or any of the rest of them, I would send you outside, or even go myself, but he would laugh at us; but I don't believe he has coal; there was none in Mobile, which delayed the *Oreto* in her attempt to run the blockade.

I see Rosecrans has gotten the better of Bragg in the last fight, and I hope he will continue the good work. Let us pray for better times. What do you think of the works at Fort [Port] Hudson? Don't you think our soldiers ought to whip them out there without assistance? Let me know what you think of it at once.

Yours, truly,

D. G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN.

P. S.—I sent you a letter from California.

D. G. F.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, to send one of the vessels under his command to Lake Pontchartrain.

FLAGSHIP HARTFORD,
Off New Orleans, January 17, 1863.

SIR: What will detain your whole force now in Berwick Bay? In other words, can not the *Estrella* or one of the vessels under your command now be spared to go round into Lake Pontchartrain until the vessels I am preparing here are ready for that service? Or is there anything threatening you in the bays, rivers, or bayous in your vicinity? Let me know all about it.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander COOKE,
Commanding U. S. Naval Forces, Berwick Bay.

Report of Commodore Bell, U. S. Navy, commanding off Galveston, regarding the necessity for his presence there.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 18, 1863.

The *Harriet Lane* still lies in the lower harbor with sails bent, and sometimes gets up steam. Believing her to be in good condition for a cruise, I consider that my presence here is necessary to prevent her escaping to sea, where she would be quite as damaging to us as any rebel cruiser afloat. For this reason I did not consider myself justified in going again in pursuit of the vessel which sunk the *Hatteras*, and for the same reason I did not go down the coast to look after the *Kittatinny* and the *Arthur*, off Matagorda and Aransas. I sent the

Sciota and *Cayuga* in company, however, on that errand on the 14th, as one gunboat alone is not able to encounter the enemy which attacked the *Hatteras*. They have not yet returned, although three and a half days have elapsed, and the distance down is only 150 miles.

The *Kensington* went down on the 10th, but has not reappeared. The *Owasco* arrived to-day at 10 a. m.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, New Orleans, La.

Report of Commodore Bell, U. S. Navy, commanding off Galveston, regarding general matters.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 18, 1863.

SIR: The mortar boat *Henry Janes* passed here last night on her way to the Mississippi. She left the *Kittatinny* outside of Matagorda Bar on the 14th.

Acting Master C. W. Lamson wrote to me by the schooner *Henry Janes* to inform me that he finds it necessary to go to Pensacola by your permission. His letter (marked A) is herewith enclosed.

The schooner *Velocity* came from Sabine to-day with a dispatch from Acting Volunteer Lieutenant Hooper, of the *Rachel Seaman*, and from Acting Master Dillingham, commanding the *Morning Light*.

Mr. Hooper represents his vessel as leaking so badly in her upper works in a rough sea as to damage his ammunition and materially injure the health of his crew.

He also refers to other serious defects. Upon this statement of his I have ordered him to Pensacola to have the necessary calking done. I enclose his letter herewith (marked B).

Difficulties are arising among the officers at the Sabine in consequence of conflicting orders and rank. Two or three of the officers of inferior commands are made acting volunteer lieutenants, while Acting Master Dillingham, commanding the *Morning Light*, has the most important command and exercises the principal authority, under your orders.

The schooner *Velocity* is a miserable little craft, badly found, and scarcely able to keep the sea.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Order of Commodore Bell, U. S. Navy, to Acting Master Dillingham, U. S. Navy, commanding U. S. ship *Morning Light*, to blockade Sabine Pass.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 18, 1863.

SIR: You will take such a station for blockading Sabine Pass as you may deem most effective, and having administered the oath of

allegiance or parole to the pilot, Mr. [James G.] Taylor, you may permit him to go on shore to look after his family if he desires it.

Mr. Taylor can not be allowed, however, to go and come at his pleasure.

You will please supply the schooner *Rachel Seaman* with cooking fuel and dispatch her to Pensacola to be calked. Their cooking stove should burn hard coal, having some kindling wood to assist.

Very respectfully,

H. H. BELL,

Commodore, Commanding U. S. Forces off Galveston.

Acting Master JOHN DILLINGHAM,

Comdg. U. S. Ship Morning Light, Sabine Pass, Texas.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Hooper, U. S. Navy, commanding U. S. schooner Rachel Seaman, to proceed to Pensacola for repairs to that vessel.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 18, 1863.

SIR: As you represent the schooner *Rachel Seaman* to be leaking so badly as to destroy your ammunition and to injure the health of your crew, you will proceed without delay to Pensacola navy yard and report upon your arrival there to the senior officer present, to have the necessary calking and such other work done as the officer in charge there may deem necessary. You will then return to your station off Sabine Pass.

Very respectfully,

H. H. BELL,

Commodore, Commanding U. S. Forces off Galveston.

Acting Volunteer Lieutenant QUINCY A. HOOPER,

Comdg. U. S. Schooner Rachel Seaman, Sabine Pass, Texas.

Letter from Brigadier-General Weitzel, U. S. Army, to Lieutenant-Colonel Irwin, U. S. Army, regarding the necessity for retaining a naval force in Berwick Bay.

HEADQUARTERS RESERVE BRIGADE,
Camp Stevens, La., January 18, 1863.

COLONEL: I was much surprised to-day to hear from Lieutenant Harris, U. S. Marine Corps, that the admiral had again thought of removing one of the gunboats from Berwick Bay.

These gunboats are now in a very bad condition.

I believe it to be a solemn duty to put them all at once in a perfect condition, fill up their crews, and render them as effective as is possible, and that not only they be kept there, but that as many others to the number of six or eight be added to them—boats that draw about 4 feet of water and all protected in the best manner against riflemen on shore.

With such a naval force in that bay, in cooperation with a suitable land force, the only true campaign in this section could be made. Look at the map. Berwick Bay leads into Grand Lake, Grand Lake

into the Atchafalaya, the Atchafalaya into Red River. Boats drawing not more than 4 or 5 feet, and in the force I mention, with a proper land force, could clear out the Atchafalaya, Red River, and Black River.

All communications from Vicksburg and Port Hudson cross this line indicated by me.

By taking it in the manner I propose, Vicksburg and Port Hudson would be a cipher to the rebels.

It would be a campaign that 100,000 men could not so easily fight and so successfully.

It is an operation to which the taking of Galveston Island is a cipher and the capture of the Mobile Bay forts a nonentity.

I am so fully impressed with the importance of this operation that I must request the Department to send a copy of this communication to Admiral Farragut and to the general in chief of the Army.

The rebels, seeing the importance of this line, are now fortifying Butte à la Rose, a knoll surrounded by an almost inaccessible swamp on the Atchafalaya and not far from its entrance into Grand Lake.

I solemnly protest against the removal of a single boat from Berwick Bay, and insist upon it that it is our duty at once to place them in the most efficient condition.

I am, sir, very respectfully, your obedient servant,
 G. WEITZEL,
 Brigadier-General, U. S. Volunteers.

Lieutenant-Colonel R. B. IRWIN,
 Adjutant-General, Dept. of the Gulf, New Orleans. La.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, regarding a vessel for Lake Pontchartrain.

DEAR GENERAL: I have to acknowledge the receipt of your letter, together with a copy of General Weitzel's communication to you, and in reply I beg to state that I will at the earliest day possible have a boat in Lake Pontchartrain. I suppose the small boats will be all-sufficient for the ordinary duties to be performed there, and the very moment the repairs can be made upon the *Sachem* I will send her in there to take the place of the *New London*. The loss of three of our gunboats has so straitened my blockading force that I am constrained to remove the *New London*, for a time at least, but under any circumstances I think the light-draft vessels more suitable for Lake Pontchartrain. I am preparing the *Barrataria* with two 24-pounder howitzers and a schooner with a Parrott and a howitzer to go round within a day or two. The *Calhoun*, now in Berwick Bay, can not, I am told, hold out a month without undergoing a thorough repair. She has been patched and mended to the last extremity. I shall therefore be compelled within that time to bring her up to New Orleans for repairs, leaving three gunboats in Berwick and the adjacent [waters]. What there is there for them to contend with I know not, but I have written to Lieutenant-Commander Cooke to give me the necessary information.

Very respectfully, etc.,

D. G. FARRAGUT.

General BANKS.

Letter from the Secretary of the Navy to Rear-Admiral Farragut regarding the movements of the C. S. steamers Alabama (290) and Oreto (Florida).

NAVY DEPARTMENT, *January 19, 1863.*

SIR: From information that has reached the Department it is apprehensive that the *Oreto* has run out of Mobile and is now on the high seas.

Commander Ronckendorff, of the *San Jacinto*, learned at Barbadoes that the *Alabama*, or 290, was at the island of Blanquilla, coaling from a schooner. He proceeded to that place via Cumana, and arrived on the 15th of December. The steamer, whose name was given out as the *Alabama*, had left the evening previous. Although the description given by the few persons on the island corresponds with that of the *Alabama*, it is scarcely possible that it was that vessel.

The *Alabama* captured the *Ariel* December 7, off Cape Mayes [Maysi], and released her on the evening of the 9th, near Kingston; whereas the steamer which coaled at Blanquilla left there on the 14th, having been there five or six days. You will readily perceive, considering the distance between the points, and comparing the dates, that it could not have been the *Alabama* at Blanquilla.

Have you any information from which it can be inferred that the *Oreto* is still at Mobile, or positive information of it? If not, you should endeavor to ascertain whether she is or is not. She is almost a sister ship to the 290.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Bailey, U. S. Navy, referring to the destruction of the steamer Cotton.

FLAGSHIP HARTFORD,
Off New Orleans, January 19, 1863.

DEAR ADMIRAL: I have been intending to write you some time in reply to your letter, but I am really so hard pressed I have not had time. The *Calhoun* has been, together with three other small steamers, all fitted for the occasion upon Berwick Bay and the Teche River.

They have been blockading a rebel gunboat called the *Cotton*, who had barricaded herself in by a barrier across the river, and they only succeeded in compelling them to destroy her by the assistance of the army two days since, in which fight we lost one of our most gallant young officers, Lieutenant-Commander McKean Buchanan. The *Calhoun* will now come to the city to undergo repairs, amounting almost to new boilers. If I had supposed there was any necessity of sending her to Key West for condemnation I would have sent her there long ago, but she can be condemned here, as we now have a prize court in this city, just as well, before which I am bringing all the prizes as fast as I can.

The *Calhoun*, however, was regularly appraised and taken into service by the Government, and there is no doubt that the amount will be paid to the captors. You will have to settle that part with

Commodore McKean, who appears to lay some claim to her as being his prize, but I presume the Government will settle that between you.

The Government has had a pretty expensive bargain in her, as she has been constantly under repairs, etc.

D. G. FARRAGUT.

Admiral BAILEY.

Report of Commodore Bell, U. S. Navy, regarding vessels.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 19, 1863.

SIR: The *Sciota* and *Cayuga* have arrived, bringing no information, having seen the *Arthur* and *Kittatinny*.

Very respectfully,

H. H. BELL,
Commodore, Commanding U. S. Forces off Galveston.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the necessity for bulwarks and boarding nettings.

No. 18.]

FLAGSHIP HARTFORD,
New Orleans, January 19, 1863.

SIR: All light vessels, gunboats, etc., sent out for this squadron should be prepared for river service by having boarding nettings and either bulwarks of light iron or boiler iron placed inside or outside the bulwarks, to resist the Minié balls of the riflemen who infest the river banks.

All of which is respectfully submitted by,
Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Alden, U. S. Navy, to cooperate with Major-General Banks, U. S. Army, in reconnoissance to Port Hudson.

FLAGSHIP HARTFORD,
Off New Orleans, January 19, 1863.

CAPTAIN: General Banks goes up this evening to Baton Rouge, and I have recommended his running up and taking a look at Port Hudson, if he desires to do so. I wish you to take him up in one of the gunboats, and should he think of making a reconnoissance in force I want you to cover his troops with your ship, the *Essex*, and the gunboats. All that he will decide after he has seen his general officers and taken a look at Port Hudson.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Commander JAMES ALDEN,
Commanding U. S. Naval Forces off Baton Rouge.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, regarding the U. S. S. Kinsman.

FLAGSHIP HARTFORD,
New Orleans, January 19, 1863.

SIR: As soon as the weather moderates sufficiently you will dispatch the *Kinsman* to Lake Pontchartrain for duty there.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. Naval Forces, Brashear City.

Report of Commander Caldwell, U. S. Navy, commanding U. S. S. Essex, regarding the attempted destruction of that vessel by torpedo.

U. S. IRONOLAD ESSEX,
Off Baton Rouge, January 19, 1863.

I have respectfully to report an attempt on the part of the rebels to blow up this vessel with a torpedo, and its failure.

On the 18th instant I went up the river with the *Essex* to Port Hudson on a reconnoissance. Arriving abreast the center of Profit Island, and between two points, one making out from the island, the other from the opposite shore, I observed what appeared to be a buoy. On examining it with my glass, I found it to be a large demijohn, anchored about 400 yards from the island. I immediately suspected the reason of its being placed there, and turned my glass to the island shore, and near it observed another demijohn buoy, and 10 or 20 yards outside of it, a barrel, nearly submerged. I wished to stop the vessel immediately, but as we were almost in a line with the buoys, the wind blowing half a gale and right aft, and the vessel at full speed, it would have been impossible to stop in time, and I was forced to pass between the buoys and over the apparatus. We experienced no trouble, however, and proceeded on, finishing our reconnoissance of Port Hudson. On my return, I stopped the vessel below the infernal machine, with her head upstream, sent the men to quarters, and dispatched two boats to take up or destroy the apparatus. From the inside buoys an iron wire (apparently telegraph wire) was discovered leading up the beach, then over a glass bottle (attached to a tree as an insulator), and from thence into the woods. About 50 fathoms of this wire was hauled down to the boat, and its connection with the buoy severed. All the buoys were then raised and found to be connected by wires; and a torpedo of cylindrical form, 3 feet long and a foot in diameter, made of boiler iron, and finished in a most workman-like manner, was found attached to the barrel buoy and hung thereto with about a dozen turns of wire, rove through two eyebolts, riveted in one end of the machine. The other end had a plug fitted in with a wire leading through and communicating with the interior. A number of wires appeared to connect with this end of the machine, but the connection could not be understood, as the wires were all broken while raising it or cut immediately after to prevent accident.

We raised in all one machine, three buoys, and about 100 fathoms of telegraph wire; other portions of the apparatus were lost, together with a quantity of wire, owing to the latter breaking by the heavy strain on it while attempting to weigh the lost portions.

This apparatus was skillfully made and carefully laid exactly in our track and between the points already mentioned, which contracted the river to its narrowest bounds. Near the opposite shore the current runs with great velocity. I was extremely anxious to examine the contents of this machine, but after making a few careful experiments I found it could not be opened without danger of moving the wire. I therefore had it taken on shore and secured in a hole in the levee, and a long line bent to the wire, then a boat pulled out with the other end of the line, and when it became taut the machine burst with a tremendous explosion, tearing away a large piece of the levee and throwing the pieces of iron in every direction; one piece weighing about 2 pounds fell on board the vessel, distant about 300 yards. It would seem that the machine was made to explode both by friction and electricity. I think there were others besides the one raised. I consider these machines too dangerous to handle, and hereafter shall destroy the buoys, and, taking the inshore end of the wire, drag the apparatus well into the river and sink it.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,
Commander.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commander in Chief, Western Gulf Blockading Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, referring to the chase of the Oreto (C. S. S. Florida) by the U. S. S. R. R. Cuyler.

FLAGSHIP HARTFORD,
New Orleans, January 20, 1863.

DEAR COMMODORE: H. B. M. S. *Rinaldo* will be off Galveston to communicate with the British consul. Captain Hewett requested me to give you notice of her coming, in order to prevent any accidental misunderstanding after the affair of the *Hatteras*.

I deeply regret that it has not been in my power to send you the two gunboats sooner, but it has been impossible, and the *Itasca* and *Katahdin* will not be ready for three days yet.

I fear the time has passed for your going into Galveston, as I am informed by one of the officers that by working on Sunday they had four guns in battery on Monday morning on the point.

I have directed the *Tennessee* to call at Sabine Pass and let you know whether all was right there.

If you deem it necessary you can send her to Matagorda and down the coast to see how things are progressing.

Have you heard from Matagorda or from the *Kensington*?

Let me hear about the state of affairs with you.

The *Oreto* ran out on the 16th. The *R. R. Cuyler* is still in chase. When last seen they were both scudding before a gale, the *Oreto* 4 miles ahead. The *Oneida*, Captain Hazard, did not give chase,

but has gone to Key West with the news, etc., and to look for her and the 290.

I have sent coal vessels down to you on the 16th instant.

With best wishes for your success, I remain,

Very truly and respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Commodore H. H. BELL,
Commanding Texan Blockade.

Letter from Commodore Bell, U. S. Navy, to consular officer at Galveston, responding to protest against bombardment of that city as a breach of the laws of war.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 20, 1863.

SIR: I had the honor to-day of receiving your letter dated 11th January, 1863, forwarded by General Magruder under a flag of truce, expressing the "regret which I (the consul) experienced yesterday in witnessing the bombardment which you (Commodore Bell) have thought proper to direct upon the city of Galveston without previous notification to the consuls, according to the customs under the laws of war and of civilized nations," and you proceed to say "that act has no precedent in the history of nations, if it is not that of Captain James Alden, of the U. S. steam sloop of war *South Carolina*, who proceeded precisely in your way by his action of the 3d of August, 1861."

I have not authorized any shots to be fired into the city of Galveston; some few fired at the defenses surrounding the town may have gone wild, and it is a perversion of language to denominate such stray shots a "bombardment."

On the 10th instant shells were thrown from these vessels upon troops who were erecting batteries to the northeast from the city and outside of it; also overland at the armed steamer *Harriet Lane*, which was in view, lying in the upper harbor, and these guns were so well served that she was made to shift her berth twice within a short space of time. Whilst this was occurring, some pieces of field artillery on the beach near the middle of the city opened fire on the blockading vessels. This fire was returned, and it is possible that a very few shots went over into the city, but there was no bombardment. A bombardment for one-half hour by these vessels from the outside beach would set all Galveston in a blaze; this everybody knows.

It becomes my duty to refer to the Government of the United States that clause of your letter which refers to the conduct of Captain James Alden, of the U. S. steam sloop of war *South Carolina*, August 3, 1861. The allusion which you made to that officer was supererogatory and might have become an open enemy of the United States, but surely not the consular agent of friendly neutrals.

The city of Galveston was on the 10th instant, and is at this day, used as a garrison by the Confederate troops; it has workshops and a foundry in active operation, and is surrounded north, south, east,

and west, on the harbor side as well as on the seaside, by numerous batteries and armed vessels in its harbor, lying within 100 yards of its houses. It is, in fact, a fortified and strongly garrisoned city, and is therefore subject to the same treatment, proceedings, and casualties that any other fortified city is liable [to].

The foreign consuls, foreigners, and citizens have been warned of their danger again and again, and many of them, foreigners and citizens, did withdraw from the city when the United States naval forces occupied the harbor. It is to be regretted if any of them afterwards accepted the delusive proclamation of General Magruder, dated 4th January, and returned to the city as being open for trade to all friendly nations, its blockading forces having been driven beyond its neighboring waters and the blockade thus raised. That proclamation was communicated to me to-day for the first time and was entirely unknown to me. The invitation which it gives to friendly nations to resume their usual trade with Galveston as an open port is futile as well as deceptive, and the foreign consuls must be aware of this.

It will give me much pleasure, Mr. Consul, to forward your official correspondence, with the seal of your office upon it, by such opportunities as may arise from time to time.

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

H. H. BELL,

Commodore, Commanding U. S. Forces off Galveston.

MONSIEUR B. THÉRON,

*Consular Agent of France and Vice-Consul of Spain
at Galveston, Tex.*

Letter from Commodore Bell, U. S. Navy, to Major-General Magruder, C. S. Army, regarding various matters relating to Galveston.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 20, 1863.

GENERAL: I have the honor to acknowledge the receipt of your letter of the 13th instant, by the hands of Colonel J. J. Cook, of the Confederate Artillery, together with a letter from Assistant Surgeon Thomas N. Penrose, U. S. Navy, and A. J. Cummings, surgeon of the Forty-second Massachusetts Volunteers.

The nunnery used as a hospital, to which Surgeons Penrose and Cummings and yourself refer, has been pointed out to me by Colonel Cook and will be respected by the vessels under my command if you will further designate it by hoisting a yellow flag over it.

In a postscript to your letter you remark that you understand that "the city of Galveston was bombarded on the 10th instant without notice to the inhabitants by the ships under my command."

I have not authorized a bombardment of the city of Galveston, and if shot fell in it they were fired without my knowledge or consent. On that day I directed a few rounds upon your batteries only, situate to the northeast from the city. I also directed the armed steamer *Harriet Lane*, lying in the upper part of Galveston Harbor, to be fired upon, which was so effectively done that she twice moved her berth; but the city, as far as my knowledge goes, was not bombarded. Some field guns on the edge of the city, east side, fired upon one of

the gunboats, and thus invited a return fire. For this I surely am not responsible. Your guns being planted all round the city, gives it in some degree the character of a fortress.

The proclamation which you issued on the 4th instant, and which I had the honor to receive to-day, by which you invite trade to Galveston as an open port, can only delude foreigners into having their property captured. The entire coast has been and is under blockade. Although you drove out from Galveston the United States vessels, you did not drive them off the coast. Manifestly you had not the means, and your steamboats did not come out of port.

I thank you, general, most cordially, for the kind treatment which Surgeons Penrose and Cummings, of the United States Navy and Army, have assured me has been extended to the wounded sailors and soldiers in the service of the United States by your own medical corps.

I am verbally informed by Colonel Cook that the United States troops captured in Galveston on the 1st instant have been forwarded to Vicksburg, and that you will release on parole the captured men from the steamer *Harriet Lane*, if I make arrangements to receive them. It will give me great pleasure to receive them on board the United States vessels lying off this port any day most convenient to yourself, and I would thank you to let me know in what manner I may contribute toward bringing them out and at what point I can receive them.

No portion of the late Captain Wainwright's property, referred to in your letter, has been received by me.

I will have a communication for the French and Spanish consular agent to-morrow at 10 a. m., and would trouble you to send out for it. My boat will meet yours after she appears outside of the harbor.

I am, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Commanding U. S. Forces off Galveston.

Major-General J. BANKHEAD MAGRUDER,

Commanding Confederate Forces, Galveston, Tex.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting proclamations of Major-General Magruder, C. S. Army, dated January 20 and 21, 1863.

FLAGSHIP HARTFORD,

New Orleans, February 24, 1863.

SIR: I have the honor herewith to enclose a proclamation of the rebel general Magruder, declaring the coast of Texas open to trade, also a counter-proclamation* from Commodore Bell. Copies of this latter have been furnished the foreign consuls at Galveston, and also to the U. S. consul-general at Havana.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy.

*See proclamation of Bell, dated January 21, 1863, p. 550.

[Enclosure.]

HEADQUARTERS EASTERN SUB. DIS. OF TEXAS,
Galveston, January 27, 1863.

SIR: I have the honor to forward to you, through Major [Edward] Von Harten, C. S. artillery, and First Lieutenant [R. M.] Franklin, my assistant adjutant-general, the private property of the late Commander Wainwright, found on board the *Harriet Lane*.

Also three proclamations from Major-General J. Bankhead Magruder, by whom I am instructed to notify you that vessels loaded with cotton have sailed to foreign ports, from the several ports mentioned in said proclamations.

The only buoy removed by us, as has been ascertained after strict enquiry, shall be replaced as near as possible to the place from which it was taken. I would respectfully repeat that the buoy stranded west of Fort Point was washed off during the gale eight or ten days ago.

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

X. B. DEBRAY,
Colonel, Commanding East Sub. Dist. of Texas.

Commodore H. H. BELL,
Commanding U. S. Forces off Galveston Island.

[Subenclosures.]

Proclamation.

HOUSTON, January 20, 1863.

Whereas the port of Velasco, on the Brazos River, in Texas, has ceased to be actually blockaded by the forced withdrawal of the enemy's fleet from the same, I hereby issue this proclamation, inviting friendly neutral nations to resume commercial intercourse with this port until an actual blockade has been reestablished, with the usual notice demanded by the law of nations.

J. BANKHEAD MAGRUDER,
Maj. Gen., Comdg. Dist. Texas, New Mexico, and Arizona.

Commodore BELL,
Commanding Squadron, off Galveston.

Official:
H. M. STANARD,
Aid-de-Camp.

Proclamation.

HOUSTON, January 20, 1863.

Whereas the port of Lavaca, on the coast of Texas, has ceased to be actually blockaded, by the forced withdrawal of the enemy's fleet from the same, I hereby issue this proclamation, inviting friendly neutral nations to resume commercial intercourse with this port until

an actual blockade has been reestablished, with the usual notice demanded by the law of nations.

J. BANKHEAD MAGRUDER,
Maj. Gen., Comdg. Dist. Texas, New Mexico, and Arizona.

Commodore BELL,
Commanding Federal Squadron off Galveston.

Official:

H. M. STANARD,
Aid-de-Camp.

[Endorsement.]

Received 11 a. m. 28th January, 1863.

H. H. BELL,
Commodore.

Proclamation.

HOUSTON, *January 21, 1863.*

Whereas the port of Sabine Pass, in Texas, has ceased to be actually blockaded, by the capture of the enemy's fleet near the same, I hereby issue this proclamation, inviting friendly neutral nations to resume commercial intercourse with this port until an actual blockade has been reestablished, with the usual notice demanded by the law of nations.

J. BANKHEAD MAGRUDER,
Maj. Gen., Comdg. Dist. Texas, New Mexico, and Arizona.

Commodore BELL,
Commanding Federal Squadron off Galveston.

Official:

H. M. STANARD,
Aid-de-Camp.

Letter from Commodore Bell, U. S. Navy, to Major-General Magruder, U. S. Army, complaining of violation of a flag of truce.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 21, 1863.

SIR: It appears that the boat which you sent out to me yesterday under a flag of truce did not return in good faith last night to the harbor of Galveston, but remained outside and was occupied in removing the buoys. The only one in sight to-day lies on the beach.

The boat referred to was seen to go into the harbor after daylight this morning.

In addition to this deliberate use and violation of the flag of truce, I am credibly informed that you did flagrantly violate its privileges and rights on the 1st day of this month; that the Forty-second Regiment Massachusetts Volunteers was attacked and captured, and your artillery hauled to Fort Point and there planted during the time that the flag was flying on the steamer *Harriet Lane* and the United States vessels.

These facts, as I believe them to be, I will communicate to the Government of the United States at Washington City.

I am, very respectfully, your obedient servant,
 H. H. BELL,
Commodore.

Major-General J. BANKHEAD MAGRUDER,
Commanding Confederate Forces, Galveston, Tex.

Letter from Commodore Bell, U. S. Navy, to Major-General Magruder, C. S. Army, transmitting warning of attack upon Galveston by the Federal forces.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 21, 1863.

SIR: I address you this note in the cause of humanity, requesting you to give immediate notice to the foreign consuls, foreign residents, and the peaceable citizens residing in the city of Galveston to withdraw therefrom without delay.

I will allow them twenty-four hours from 5 o'clock p. m. of this date. After that I will not be responsible for the consequences.

The city of Galveston, being surrounded by numerous batteries and filled with armed troops, shall henceforth be regarded and treated as any other fortified place in the hands of the enemy.

I am, sir, very respectfully, your obedient servant,
 H. H. BELL,
Commodore, Commanding U. S. Forces off Galveston.

Major-General J. BANKHEAD MAGRUDER,
Commanding Confederate Forces, Galveston, Tex.

[Enclosure.]

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 21, 1863.

SIR: I have to request of you to give publicity to the enclosed notice to all foreign consuls and others of the danger attending their continued residence in the city of Galveston.

I am, sir, very respectfully, your obedient servant,
 H. H. BELL,
Commodore, Commanding U. S. Forces off Galveston.

Monsieur B. THÉRON,
*Consular Agent of France and Vice-Consul of Spain
 at Galveston, Tex.*

[Subenclosure.]

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 21, 1863.

Whereas the city of Galveston is occupied and garrisoned by the troops of the Confederate States, and the said troops are diligently employed in erecting defenses in and around the said city in defiance of the laws of the United States, the foreign consuls and foreign subjects and all other persons concerned are hereby warned that the city of Galveston and its defenses are liable to be attacked at any day by the forces of the United States under my command.

Twenty-four hours will be given from 5 o'clock p. m. of this day for innocent and helpless persons to withdraw from the said city of Galveston and its vicinity.

H. H. BELL,
Commodore, Commanding U. S. Forces off Galveston.

General order.

FLAGSHIP HARTFORD,
New Orleans, January 21, 1863.

Hereafter no officer will be permitted to remain out of his ship after 12 o'clock midnight, except with the special permission of his commanding officer. No officer whatever will absent himself from his vessel beyond twenty-four hours without special permission from the admiral or senior officer present.

This order will be strictly enforced and all infringements thereof will be punished with the greatest severity.

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Letter from Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Colonel Irwin, U. S. Army, regarding the withdrawal of the U. S. S. Estrella from Berwick Bay.

FLAGSHIP HARTFORD,
New Orleans, January 21, 1863.

SIR: I have the honor to acknowledge the receipt of your communication, enclosing a document from Brigadier-General Weitzel in relation to the gunboats in Berwick Bay. In reply I have to say that it is the first I knew of the gigantic operations in that quarter or I certainly would not have taken the *Estrella* from there to place in Lake Pontchartrain. In my last conversation with the commanding general he certainly expressed no such views to me, but appeared glad that I had ordered the *Estrella* around to the lake until I could get others of more suitable force for flanking the position at New Orleans. Before ordering the *Estrella* around, I wrote to the commanding officer of the flotilla to know if he was in any danger of being attacked or if he could spare a boat for the lake service, to which he replied that he could spare her, as he knew of nothing to prevent it, as the *Cotton* was destroyed.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Lieutenant-Colonel RICH B. IRWIN,
Acting Adjutant-General, Department of Gulf.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting extract from the New York Journal of Commerce.

No. 22.]

FLAGSHIP HARTFORD,
New Orleans, January 21, 1863.

SIR: I was much surprised to see an article in the New York Journal of Commerce, of January 8, stating that the operations on the

Mississippi River were delayed by my fleet not being ready for service. I should not have taken any notice of this article had it not been stated that the information was derived from the War Department. Permit me to assure the Department that there has not been an hour in the last three months that I was not willing and ready to cooperate with the Army, and I have from time to time so notified the commanding generals.

Recent losses, consequent upon the disasters at Galveston, have greatly weakened my force, but such as it is, it is kept ready for action at all times.

I have the honor to be, very respectfully, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Have never doubted the readiness of Admiral Farragut to act, and the article referred to had not its origin in this Department.

[WELLES.]

[Enclosure.]

Port Hudson and Vicksburg.—There has been a disposition in some quarters to blame General Sherman, commanding the assault upon Vicksburg, for not awaiting the arrival of the forces expected from New Orleans, comprising detachments from Banks's expedition and the fleet under Commodore Farragut. A premature movement, it was argued, without the cooperation of all, was liable to result in disaster. But it is now known that the report of the capture of the strongly fortified post known as Port Hudson, a few miles above Baton Rouge, was incorrect, as Commodore Farragut was not in readiness for the attack up to the 22d ultimo, to which date the latest advices received by the War Department extend.

Of course no assistance from New Orleans could be received at Vicksburg until this point is carried, and as the place is said to be strongly fortified, the assault proposed by General Sherman might have been postponed indefinitely if dependent on movements from below.

It is evident that Sherman was determined to make an attempt alone, at all hazards. So, entering the Yazoo River near Vicksburg, he was enabled to assail the rear of the city, and our forces seem to have engaged with terrible earnestness in this desperate undertaking.

Report of Rear-Admiral Farragut, U. S. Navy, regarding general matters.

No. 23.]

FLAGSHIP HARTFORD,
New Orleans, January 21, 1863.

SIR: Upon the arrival of the *Clifton*, Lieutenant-Commander R. L. Law, commanding, from Galveston, with the intelligence of the destruction of the *Hatteras*, I found her officers and crew so demoralized by the apprehension of the vessel's unseaworthiness—many of the crew deserting—that I was compelled to retain the *Clifton* in the

river and send two of the gunboats down to Galveston in her place, both of which required some work to be done to their machinery before they could go to sea. I fear, however, as Commodore Bell did not attack the place the moment he had the first four or five boats, he has missed his chance, as they have been very industrious in throwing up earthworks and placing the guns of the *Westfield* and *Harriet Lane* in battery.

The shameful conduct of our forces at Galveston has been one of the severest blows of the war to the Navy; the prestige of the gunboats is gone in that quarter until it is again reestablished by some corresponding good conduct on our part.

I have been compelled to take Lieutenant-Commander P. C. Johnson out of the *Tennessee* to command the *Katahdin*, vice Lieutenant-Commander F. A. Roe, whom I have permitted to go home as worn-out. Acting Master J. D. Childs takes command of the *Tennessee*.

I am greatly in want of officers and men, and that fact alone prevented me from sending north Lieutenant-Commanders Law and Wilson. I am doing all I can to ship men in New Orleans. Every store vessel that returns north carries from 40 to 100 invalids.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Capture by Confederate steamers of U. S. ship Morning Light and U. S. schooner Velocity, off Sabine Pass, January 21, 1863.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting reports.

No. 31.]

FLAGSHIP HARTFORD,
New Orleans, January 29, 1863.

SIR: I have received dispatches from Commodore Bell and Lieutenant-Commander Read, on the coast of Texas, extracts and copy of which I herewith enclose, by which you will see that our disasters on that coast are not yet ended.

As I had already anticipated, it appears that the enemy came out of Sabine Pass with two cotton-fortified steamers, on a calm morning, ran out to sea some 12 or 14 miles to where the *Morning Light* was. The latter soon got underway, but by the rebel account (and we have no other), they gave chase, soon came up with, and captured her without losing a man. The same course of nonresistance appears to have been pursued by the officers and crew of that vessel as was pursued by those of the *Westfield* and *Harriet Lane*. The schooner *Velocity* was soon made, also, to surrender, and was taken into port.

I am very thankful that they did not get the guns of the *Morning Light*, as it would have enabled them to erect a battery of great strength in such a shallow pass.

You will notice that the guns of the *Morning Light* were loaded and went off when they became heated, by which circumstance I judge the men did not even fire their last charge, but surrendered without a struggle.

I am pleased to see by Commodore Bell's report that the *Harriet Lane* is still in Galveston Harbor, although they have tried to impress us with the idea that she had run out during the last gale, which is now known not to be the case.

I beg to call the attention of the Department to the fact that they are placing all their guns on the channel fronts to prevent the entrance of our vessels. It will be a fine opportunity, therefore, for a land force to attack on the outside, by which they will be taken in the rear and their retreat cut off.

All of which is respectfully submitted by,

Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—I have just learned that the *Morning Light* was captured in a dead calm, by the steamers coming up astern of her.

D. G. FARRAGUT,
Rear-Admiral.

Extracts from report of Commodore Bell, U. S. Navy.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 24, 1863.

SIR: The defenses of this harbor have gone on increasing from day to day, without my being able to prevent it, at the distance of 2 miles; indeed I could not see them three-fourths of the time for the haze; they may now be called formidable to anything that we might send against them, considering the shoals and narrow approaches around them.

The four gunboats which are here since the 18th draw too much water to have gone in at any time without one or more vessels of lighter draft, and good batteries. * * * Now that the buoys have been taken away, there does not appear to be the least chance of success for any uncombined naval and land attack that could be made.

The steamer *Tennessee*, Acting Master Childs, commanding, arrived here at 3 a. m., 23d, from Sabine Pass, and reported that the rebels there have captured the U. S. ship *Morning Light*. At 6:30 a. m. I sent Commander Read, in the *New London*, and Lieutenant-Commander McDermut, in the *Cayuga*, to recapture her or destroy her. They have not yet been heard from. I shall be under the necessity of keeping them there until you order it otherwise.

* * * * *

Nothing has been yet heard of the *Kensington*. I will therefore send two gunboats to the Rio Grande as soon as the *Katahdin* and *Itasca* arrive, to make proper enquiries and to show ourselves.

* * * * *

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans, La.

Report of Lieutenant-Commander Read, U. S. Navy, commanding U. S. S. New London.

U. S. S. NEW LONDON,
Off Sabine Pass, January 26, 1863.

SIR: On the morning of the 23d instant I was ordered, in company with the gunboat *Cayuga*, to proceed with all possible dispatch to Sabine Pass, Commodore Bell having received information that the ship *Morning Light* and schooners *Rachel Seaman* and *Velocity*, blockading there, had been captured by the rebels. We got underway about daybreak. At half past 12 m., on the 23d, we discovered the *Morning Light*, and soon after saw a steamboat leave her and stand into the Pass. Simultaneously with the departure of the steamboat, saw a dense smoke rising from the ship. I ordered the *Cayuga*, being the fastest vessel, to go ahead with all speed and save the *Morning Light* if possible. On our nearer approach we discovered that her sails were loosed, jibs up, the ship before the wind, and heading toward the Pass, and in flames fore and aft as high as the foretop. At twenty-five minutes before 3 the mizzenmast and main-topmast fell over the side.

At 3 p. m. arrived near the burning wreck, sent a boat to make examination, and found it utterly impossible to do anything to save the *Morning Light*. The fire was started in the after part of the ship. The enemy had towed her into 10 feet of water, perhaps with the hope of getting her over the bar into the Pass. Four of her guns were discharged by the heat, three on the port side and one on the starboard side, the latter having fallen into the hold and the shot coming out just above their copper, our boat being near at the time. Two of her shells exploded. The enemy had undoubtedly moved the powder from the magazine, as no explosion took place except the guns and shell. I do not think the enemy took any of her guns, as we saw seven, and the eighth may have fallen into the hold, as the deck was much caved in when our boat reached her.

The wreck of the *Morning Light*, showing nothing but her stem and sternposts, and a large iron water tank nearly amidships, now lies in 10 feet water on the outer edge of the bar, bearing from the light-house N. W., distant about 4 miles. Her bower anchors and chains can be got, also a large anchor, showing the ring, awash about the fore hatch. We saved one topgallant sail and one royal, also a topgallant and royal yard. Nearly all her spars are so charred or burned so badly as to be useless. All that can be I will have saved. Four of her boats which we saw were stove.

As to the schooners *Rachel Seaman* and *Velocity*, the former, I have learned, has escaped; the latter was captured with the *Morning Light*.

On Friday, the 23d, I saw four steamboats lying at Sabine City, and on Saturday, the 24th, six. Two of them, as I have learned, are barricaded with cotton and mount three guns each, one a 60-pounder. The pilot who accompanied us, and who has considerable knowledge of this place, informs me that there are five steamboats in Sabine River and one seagoing steamer. My intention was to cross the bar and go up to Sabine City and if possible destroy the enemy's steamboats or other vessels they may have in their possession, but on Saturday morning I sounded the bar in company with the pilot and did not find water sufficient to cross. I will watch the tide and make another attempt to go over, and if possible accomplish my

object. At Sabine City the rebels have two companies of cavalry of 80 men each and two companies of infantry of about 100 men each.

Captain Childs, of the *Tennessee*, by whom I send this dispatch, will inform you of some items of personal interest.

Very respectfully, your obedient servant,

A. READ,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, Flagship *Hartford*.

Order of Commodore Bell, U. S. Navy, to Commander Read, U. S. Navy, commanding U. S. S. *New London*, to recapture or destroy the U. S. ship *Morning Light*.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 23, 1863.

SIR: The *Tennessee* has just arrived, having touched at Sabine Pass, and reports to me [the loss of] the U. S. ship *Morning Light*, with eight long 32-pounders, together with the schooner *Velocity* and probably the schooner *Rachel Seaman*, with two long 32-pounders.

You will proceed immediately, in company with the *Cayuga*, Lieutenant-Commander D. A. McDermut, to Sabine Pass and recapture or destroy the *Morning Light* and such other vessels as the rebels may have there.

The *Morning Light* lies in 16 feet water. The bar runs out several miles.

Very respectfully,

H. H. BELL,
Commodore, Comdg. U. S. Forces off Galveston and the Coast of Texas.

Commander ABNER READ,
Commanding U. S. Gunboat *New London*, off Galveston, Tex.

Report of Acting Master Dillingham, U. S. Navy, late commanding U. S. ship *Morning Light*.

HOUSTON, April 1, 1863.

SIR: I forward you a list of the officers and privates captured on the U. S. ship *Morning Light* and schooner *Velocity* included. Enclosed is also a list of the officers and privates of U. S. S. *Harriet Lane* and Forty-second Regiment Massachusetts Volunteers, and would beg to call your earliest attention to having us exchanged via Galveston and the Mississippi River instead of overland via Alexandria, as many of our men are partially invalided and not capable of making the journey. I have forwarded a list of our names to Major Watts, the Confederate agent for exchange of prisoners at Port Hudson, and am advised to ask your assistance in having the exchange effected as soon as possible.

Very respectfully, your obedient servant,

JOHN DILLINGHAM,
Acting Master, U. S. Navy, late Comdg. U. S. Ship *Morning Light*.

Commodore H. H. BELL,
Commanding U. S. Naval Forces off Texas.

[Enclosure.]

List of officers and men of U. S. ship *Morning Light*, John Dillingham, acting master, commanding.

Name.	Rank.	Remarks.
Henry W. Washburn	Acting master and executive officer	
W. W. Fowler	Acting master	
George H. Rice	Acting master's mate	
John W. Sherry	Surgeon	Returned.
John L. Chambers	Acting master's mate	
Henry I. Van Wyck	Paymaster's steward	
George H. Abbott	Yeoman	Died Dec. 12, 1863, Camp Groce.
1. W. J. R. Clark	Surgeon's steward	
2. Jno. Morrison	Boatswain's mate	
3. Jno. H. Williams	do.	Exchanged.
4. Wm. Campbell	Captain forecastle	Died June 26, 1864, Camp Groce.
5. Wm. Jenkins	Captain maintop	
6. Daniel George	Captain foretop	Exchanged.
7. Peter Le Prevost	Captain afterguard	Died at Camp Groce, July 9, 1863.
8. John Bowen	Coxswain	
9. Antonio Gallushia	do.	
10. Thomas Shephard	Quartermaster	Exchanged.
11. John P. Lind	do.	
12. Joseph Little	Master-at-arms	
13. Jno. McClennan	Captain of hold	
14. Chas. Thomas	Gunner's mate	Died Sept. —, 1863, Camp Groce.
15. Jas. H. Warden	Quarter gunner	
16. Jno. T. Griffith	Carpenter's mate	
17. Jno. Halsey	Captain forecastle	
18. Morris E. Lyons	Captain's steward	Escaped.
19. Joseph C. Shorter	Wardroom steward	Negro.
20. James Johnson	Wardroom cook	Do.
21. Timothy Baldwin	Ship's cook	Died Aug. —, 1863, Camp Groce.
22. Alphonso Mathews	Seaman	Exchanged as a soldier.
23. Edward Noble	do.	Do.
24. Wm. Thomas	do.	
25. Jno. S. Taplin	do.	Do.
26. Henry R. Snyder	do.	
27. Daniel Illingworth	do.	Exchanged.
28. Daniel Burke	do.	
29. George Dawson	do.	
30. John Williams, 2d	do.	
31. John D. Oliver	do.	
32. Michael Sugrue	do.	
33. W. H. H. Gilbert	do.	
34. Augustus Johnson	do.	
35. F. A. Van Ronk	do.	Do.
36. Chas. Ryan	do.	Do.
37. Joseph Haffey	do.	Do.
38. Francis Murray	do.	
39. Henry D. Buok	do.	
40. Chas. Baxter	do.	Died Sept. 23, 1863, at Camp Groce, Tex.
41. Jno. Dickson	do.	
42. George Owen	do.	
43. Wm. Sweeney	do.	
44. Chas. Mosely	do.	
45. Henry Newell	do.	Believed to have escaped.
46. Chas. Lane	do.	
47. Jas. Mason	Ordinary seaman	
48. Jas. Redan	do.	Negro.
49. Jas. H. Collins	do.	Exchanged.
50. Geo. F. Mitus	do.	
51. Wm. Ferry	do.	
52. Michael Boyle	do.	
53. Benj. Drummond	do.	Negro.
54. James Collins	do.	Exchanged.
55. M. F. Wilson	do.	
56. Thomas Eagan	do.	
57. Michael Kenney	do.	
58. Lawrence Bartley	do.	
59. Wm. Brock	do.	Do.
60. O. A. Coburn	do.	
61. Archy McArthur	do.	
62. O. B. Tweedy	do.	Died July —, 1864, at Hempstead, Tex.
63. John Ryan	do.	
64. John McNulty	Landaman	Exchanged.
65. James Peterson	do.	Negro.

List of officers and men of U. S. ship *Morning Light*, John Dillingham, acting master, commanding—Continued.

Name.	Rank.	Remarks.
66. W. T. O'Brien	Landsman	Died Dec. 25, 1863, at Tyler, Tex.
67. Henry Bartlett	do	Exchanged.
68. Peter Keenan	do	Died Nov. 30, 1863, at Camp Groce.
69. W. L. G. Smith	do	Negro.
70. J. H. Cloggett	do	Do.
71. Augustus Wode	do	Do.
72. Edward Williams	do	Do.
73. Isaac Stubbs	do	Do.
74. David Saterfield	do	Do.
75. Joseph Plumber	do	Do.
76. Wm. Barnett	do	Do.
77. C. R. Bliss	do	Exchanged.
78. W. H. Blaney	do	Do.
79. James Duffey	do	Dead. See report herewith.
80. John Soshla	do	Negro.
81. Edmund Carr	do	Do.
82. George H. Travis	First-class boy	
83. Patrick Monon	do	
84. M. C. Poulson	do	
85. A. J. Seymour	Second-class boy	Do.
86. Alex. Wilson	do	Do.
87. Boson Davis	Third-class boy	Do.
88. Jerry Chambers	do	Do.
89. Robert Green	do	Do.
90. Fray Francois	do	Do.
91. Phillip Soshla	do	Do.
92. Brazil Soshla	do	Do.
93. James Soshla	do	Negro. Died in Houston, March 21, 1863.
94. Gustav Louisiana	do	Negro.
95. Wm. Dread	do	Do.
96. Jerry Walker	do	Do.
97. Archy Vance	do	Do.
98. Anderson Shields	do	Do.
99. Robt. Johnson	do	Do.
100. George Bryan	do	Do.
101. Patk. Ferlin	Ordinary seaman	Killed in action Jan. 21, 1863.
102. A. W. Marshall	do	Died from wound in brain Jan. 27.

Total number of officers and men now in Houston, 107.

N. W. HAMMOND,
Actg. Volunteer Lieutenant Comdg., U. S. Schooner *Velocity*.
JOHN DILLINGHAM,
Actg. Master, U. S. N., late comdg. U. S. Ship *Morning Light*.

Detailed report of Acting Assistant Surgeon Sherry, U. S. Navy.

CHAMPAIGN CITY, CHAMPAIGN COUNTY, ILL., April 12, 1864.

SIR: At the request of Acting Master John Dillingham, late commander of the U. S. ship *Morning Light*, and yet a prisoner in Texas, I have the honor of submitting the following report of the capture of that vessel on the 21st of January, 1863, off Sabine Pass. It also fulfills the order of Admiral Farragut, in his letter of permission to go north, dated March 21, 1864, a copy of which, with other papers referred to, is herewith enclosed.

I can not claim for this report that technical accuracy of detail which would characterize one from Captain Dillingham himself, but present it simply as a correct memorandum of the main facts in connection with that event.

An attack on the blockade at Sabine, consisting of the *Morning*

Light, the schooner *Rachel Seaman*, Acting Master Hooper, and the schooner *Velocity*, Acting Master Hammond, had been threatened for several weeks. The two schooners, previously stationed in the bay, near Sabine City, had come outside the bar to obtain a better position in the event of an engagement. A few days before this occurred the *Rachel Seaman* had, pursuant to orders from Commodore Bell, at Galveston, gone to Pensacola for repairs.

Knowing the defenselessness of sailing vessels against equally well-armed steamers, Captain Dillingham had made urgent applications for the addition of a steam gunboat to the force at Sabine, and also for a pivot gun for his own vessel, neither of which could be obtained. These applications had been made before the departure of the *Rachel Seaman*.

Early in the evening of the 20th the enemy's vessels were seen to come down the bay and anchor near the city. Apprehensive of an attack that night, every preparation was made for defense. There was at the time a dead calm. At dark, Captain Dillingham made sail and ordered the *Velocity* to do the same, to obtain, if possible, an offing more favorable for maneuvering the ship should the attack be delayed till morning. The calm continued all night with scarcely a perceptible breeze and the vessels merely drifted with the current a few miles down the coast, the *Velocity* coming to anchor early, not being able to control her course with the helm, and fearing she might drift nearer the shore.

About 6:30 o'clock on the morning of the 21st the enemy were seen coming seaward. A very light wind prevailed and the *Velocity* was signaled to come up and keep near the ship, which awaited her approach, when all sail was made and we stood out to sea.

The enemy's force consisted of two cotton-clads, of the very best construction, the steamboats *Josiah Bell*, with two 24-pound field-pieces, and the *Uncle Ben*, with a 68-pound rifle, each vessel carrying a crew of 250 men.

At 8:30 o'clock they got in range with their rifle, firing at short intervals, but doing us little damage for a while. At 9 o'clock they began with their light guns and we replied, giving them alternately the port and starboard broadsides as rapidly as the ship could be worked.

Thus the engagement continued for nearly two hours, when the enemy opened on us a severe fire from their small arms. About this time a shell from their rifle exploded on our forward port gun, dismounting it, killing 1 man and wounding nearly the entire gun's crew. It was impossible for the men to remain at the guns under the galling fire from the enemy's sharpshooters. They had come within close range upon our port and starboard quarters, and from their elevated position completely swept our decks. An effort was now made to train the two aft guns upon the enemy and fire through the cabin, but as it was impossible to get such a bearing as would offer a reasonable chance of inflicting any damage, and the men were now all driven from the other guns, the commander, deeming further resistance useless, reluctantly determined to surrender, and our flag was hauled down.

The ship was completely riddled in her upper works and of 5 boats 4 were entirely destroyed. One man was instantly killed, 1 fatally and 5 severely wounded, and a large number received slight injuries.

Before the surrender 80 rounds of shot and shell had been discharged and the men had thrown most of the small arms overboard.

The *Velocity* had kept up a steady fire with her two howitzers, but the enemy paid little or no attention to her until the ship surrendered, when, she having followed our example, they took possession. She had no one injured on board. I have since learned that she was recaptured in attempting to run the blockade with cotton.

Though repeatedly struck, the cotton-clads were not seriously damaged. The enemy denied any loss, but it was afterward said that 4 were killed and as many wounded.

It is not my intention to be the eulogist of Captain Dillingham, yet I may be allowed, with propriety, to say that his self-possession and bravery throughout the engagement elicited the admiration of both officers and men. The rebels have since repeatedly testified that the ship was skillfully and gallantly defended, and the personal courage and daring of its commander unsurpassed. Regardless of himself, he remained upon deck amid such terrific volleys of musketry that his escape seems almost miraculous. His example infused a similar spirit among the officers and crew, and each did his part nobly.

I am impelled to be thus explicit in all the details of the engagement, that you may know that the *Morning Light* was not pusillanimously surrendered. We were all chagrined beyond measure upon reading in the *Houston Telegraph* a copy of Admiral Farragut's report to you, knowing that he had been most grossly deceived by ignorant or designing men.

The officers and crew were taken to Sabine City. Their personal property was generally respected, excepting 20 contrabands, who were robbed of everything and treated with much indignity.

Having towed the ship as near the shore as the depth of water would permit, the Confederates attempted to lighten her sufficiently, if possible, to get her over the bar. In this they did not succeed, and, fearing the advent of gunboats from Galveston, they burned her. Of the 8 heavy guns, they did not get off a single one, and, strangely enough, they did not get more than half the stores, though she was not destroyed until the second morning after the engagement.

On the 24th the officers and crew were sent to Houston, where I joined them on the 1st of February, having remained behind in charge of some wounded that could not be immediately removed.

While at Sabine, Major O. M. Watkins, commander of the expedition against us, administered the enclosed parole to me and 5 others, fearing an attack from our vessels and that we might be retaken. This parole will elicit your attention. I was informed at Shreveport, that Commissioner Ould unconditionally released all surgeons, though I did not see his order to that effect.

The conduct of Major Watkins and the other Confederate officers associated with him toward us was invariably courteous and obliging. He offered to send me by flag of truce to the fleet soon after my capture, but at the solicitation of the wounded, and in obedience to my own convictions of duty, I respectfully declined the offer.

On the 1st of May, the Federal officers, excepting the surgeons, were sent to the Huntsville penitentiary, and, for a while, confined in cells, though subsequently treated less harshly.

June 11, under some frivolous pretext, Doctor Cummings, of the Forty-second Massachusetts Volunteers, and I were arrested and

placed in close confinement until the 14th, when we were sent, with the men, to Camp Groce, near Hempstead. About the 1st of July the officers at Huntsville were released from the penitentiary and sent to Camp Groce. September 14, 250 prisoners from the *Sachem* and *Clifton*, and a few weeks later their officers, were added to our number. The latter were confined separate from the other officers and no intercommunication permitted. Other additions had been made, increasing our number to 400.

Here we remained under close guard until December 9, when the commissioned officers were removed to Camp Ford, near Tyler, Tex., and the noncommissioned officers and privates having been paroled, were sent to Camp Instruction, near Shreveport, La., with assurances of immediate exchange. I was graciously permitted to accompany them.

The condition of the prisoners in Texas and Louisiana is most deplorable. Their clothing is insufficient and their health impaired. They are without money. Their allotments have long ago run out, and their families, from whom they have not heard since their capture, are, in many cases, without adequate support. They have suffered much from cold and heat and fatigue, and a meager supply of medicines and subsistence. Humanity dictates that everything in the power of the Government should be done to accomplish their speedy release.

As to our treatment, when we consider the limited means of subsistence and wretched tenements at the command of the Confederate authorities, and the absence of skill and industry in applying the few facilities they did possess, it may, probably with justice be said that many, if not most, of our discomforts and hardships were rather attributable to circumstances than to any perverse or malicious intention on the part of the rebels to maltreat us. But there were some things that could not bear so liberal a construction. The compelling of sick and enfeebled men, many of them without shoes, to make long marches; the neglect to provide adequate transportation, when it was in their power to do so; the deception practiced upon our officers at Camp Groce, where, under reiterated promises of immediate exchange upon their arrival at Shreveport, they were induced to sell nearly all their clothing and other effects, and were then, without any explanation or apology, detained at Camp Ford; their refusal or neglect to provide even the most needy of our men with clothing, when they were suffering from want of it, during the past unusually inclement winter; and the unwarranted incarceration of our officers in the cells of a penitentiary. These and other instances of cruelty and wrong which might be mentioned, were not this report already, I fear, too long, can not be viewed as justifiable to prisoners of war, and may appropriately be characterized as unusual and barbarous. There were numerous instances, however, of individual kindness, that contrasted strongly with the harshness or indifference of others, and did much at times to alleviate our sufferings.

While at Houston I was permitted to visit the prisoners daily, and during the six months at Camp Groce I had almost the entire medical charge of them. There was a great deal of sickness, and

my duties were exceedingly laborious. After arriving at Shreveport, finding I had no means of attending the sick, now under the exclusive treatment of the Confederate surgeons, who I believe aimed to do as well by them as their own soldiers, I asked to be released under the order of Commissioner Ould, thinking I might accomplish something toward effecting the exchange of our people. The request was granted, and I left Shreveport on the 17th of February, 1864, arriving in our lines, near Franklin, on the 9th of March, having been a prisoner nearly fourteen months. During the trip from Shreveport to Franklin the treatment of the Confederates toward me was most liberal and courteous. Enclosed you will find a copy of my parole from General Kirby Smith.

I represented to Major-Generals Banks and Franklin and others the condition of the Federals in Texas and Louisiana.

Arriving in New Orleans, I reported to Commodore Palmer, when, after some delay in hearing from Admiral Farragut, I received his letter of permission to go North, and took the first steamer for Cairo, and am again with my friends after an absence of nearly three years.

I await your orders, and if the exigencies of the service do not forbid it, I respectfully solicit a furlough, with the privilege of reporting on or before its expiration for duty in the South Atlantic or Gulf Squadron, though I do not wish to urge a preference.

I have the honor to be, very respectfully, your obedient servant,
J. W. SHERFY,

Actg. Asst. Surg., U. S. Navy, late of U. S. Ship Morning Light.

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

Abstract log of the U. S. S. *Tennessee*, Acting Master Childs, U. S. Navy, commanding

January 20, 1863.—New Orleans, coaling. Acting Master Partidge reported for passage to Galveston. Acting Master J. D. Childs put in command of this ship and Commander Johnson detached.

January 21.—At 10:30 a. m. H. B. M. S. *Rinaldo* got underway and steamed down the river. At the same time we received orders to proceed to Galveston with all dispatch. At 11:20 passed the flagship and proceeded down the river. At 1:30 p. m. passed the H. B. M. S. *Rinaldo* at anchor in the river about 5 miles below English Turn. At 3 p. m. met the U. S. mail steamer *Roanoke*, bound up river. At 6:10 took pilot on board; crossed the bar and discharged the pilot at 6:40. At 7 steered our course W. S. W. $\frac{1}{2}$ W.

January 22.—Sabine Pass. At 4 p. m. land reported on starboard bow. At 5:50 a sail reported right ahead at anchor. At 7:15 spoke the ship *Morning Light*, a prize to the rebels. Kept away for Galveston. At 7:30 steered south. Steered south 15 miles, and at 9 p. m. kept W. by S. $\frac{1}{2}$ S. Sounded every half hour in from 7 to 9 fathoms.

January 23.—Off Galveston. At 1:30 a. m. made a light bearing W. N. W. At 1:45 spoke gunboat *Sciota*. At 2 spoke gunboat *Owasco*. At 2:15 sighted the *Brooklyn* and came to anchor in 7 fathoms of water with 20 fathoms chain on port anchor. At 2:20 Captain Childs went on board the *Brooklyn*. At 3 Captain Childs

returned on board. At 7:45 gunboats *New London* and *Cayuga* got underway and steamed off northward and eastward. At 8:30 a three-masted schooner hove in sight; the *Brooklyn* and *Owasco* steamed off toward her. At 10:30 the *Owasco* returned and came to anchor. At 1 p. m. the *Brooklyn* returned and came to anchor; at same time she made signal for Captain Childs to repair on board. At 2 o'clock Captain Childs returned, hove up anchor and steamed toward the stranger; she proved to be the U. S. schooner *Kittatinny*. At 3 she sent a boat to us. Acting Master Partridge left this ship to report for duty on board the *Kittatinny*.

Extract from proceedings of a court of enquiry, held on board the U. S. S. *Tennessee*, at New Orleans, April 12, 1863.

Statement of Acting Master John D. Childs, as sworn to by him:

At 6 p. m. reported from the masthead a vessel in sight, ahead; steered for the sail. At 7:30 p. m. saw a ship a half a mile ahead; went alongside, a ship's length off, and hailed, "What ship is that?" Was answered, "The *Morning Light*." I said, "Send a boat. This is the *Tennessee*. I wish to communicate." Was answered, "We have no boat." We saw a boat hanging to her stern. Hailed the same again; was answered, "We have no boat nor crew." Asked, "Where is Captain Dillingham?" Answered, "He is on shore a prisoner, and this ship is in Confederate hands." This ship being near ashore at the time, I saw fit to head her off from shore. I saw at the time two small vessels inside the *Morning Light*. After having full command of the ship, I held a short consultation with some of the officers in regard to attacking the *Morning Light*, and deemed it improper under the circumstances. Stood out of the harbor for Galveston to report to Commodore Bell.

Acting Masters Bennis and Partridge were the officers with whom I consulted respecting the *Morning Light*. Several others gave opinions; I can't say positively who they were now. All on ship, except one, agreed with me.

Statement, which is hereunto appended and marked "C:"

The log book was then produced and the following record found:

January 22d, 1863.—7:15 p. m., spoke the ship *Morning Light*, a prize to the rebels; kept away for Galveston; at 7:30 steered south.

Having received the foregoing testimony, the court beg leave respectfully to report the following facts:

About 6 p. m., 22d of January, 1863, the *Tennessee* made a sail, which she approached about 7:15 p. m. Acting Master Childs, commanding the *Tennessee*, hailed the vessel, "What ship is that?" Answer. "*Morning Light*." Acting Master Childs said, "This is the *Tennessee*; send a boat; I have communications for you." Answer. "I have no boat." The officers of the *Tennessee* saw a boat hoisted at the *Morning Light's* stern davits. Acting Master Childs then asked, "Where is Captain Dillingham?" Answer. "Captain Dillingham is a prisoner on shore, and this vessel is in the hands of the Confederates." Captain Childs gave the order to put the helm hard

a-starboard. He started ahead fast and stood for Galveston. Neither men nor guns were seen on board of the *Morning Light*, and no voice heard except the one hailing. The *Tennessee* at the time could fight three guns on a side, viz: One 20-pounder Parrott, one 24-pounder, and one 12-pounder howitzer. The whole battery consisted of one 20-pounder Parrott, two 24-pounder howitzers, and one 12-pounder howitzer. The guns were all forward. The 12-pounder howitzer was mounted on a field carriage.

Very respectfully,

JAS. E. JOUETT,

Lieutenant-Commander, U. S. Navy, and Senior Member.

JNO. C. HARRIS,

Second Lieutenant, U. S. Marine Corps, and Judge-Advocate.

Report of Major Watkins, C. S. Army, commanding on the Sabine River.

ON BOARD C. S. GUNBOAT BELL,
Sabine Pass, Texas, January 21, 1863.

CAPTAIN: We met the enemy this morning in the Gulf of Mexico. We whipped them and brought everything to Sabine Pass. I fought them ten guns to our one, my officers and men behaving nobly. We have captured two vessels—one of them a full-rigged ship, and the other a schooner—twelve fine guns, medical stores, and ammunition in abundance, together with 109 prisoners.

Very respectfully,

O. M. WATKINS,

Major and Assistant Adjutant-General, Comdg. on the Sabine.

Captain EDMUND P. TURNER,

Assistant Adjutant-General.

Detailed report of Major Watkins, C. S. Army, commanding on the Sabine River.

ON BOARD STEAMER BELL,
FLAGSHIP SECOND SQUADRON, MAGRUDER FLEET,
Off Sabine Pass, January 23, 1863.

CAPTAIN: In compliance with Special Orders, No. 34, from the headquarters, District of Texas, New Mexico, and Arizona, I assumed command of all the land and naval forces operating on the Sabine River on the 4th instant.

The gunboats were unfinished, and the country could afford no subsistence for my troops. The railroad was rendered impassable by recent rains, and the obstructions to the navigation of the river had not been removed. Major B. Bloomfield was immediately dispatched for everything necessary to the complete outfit of the boats, and Captain Heriot and Lieutenant Wood, of the Engineers, were sent with troops and the steamer *Sunflower* to remove the obstructions. The engineer officers were ably and zealously assisted by Mr. John Bigelow and Mr. A. P. Brown, but were unable, with the mechanical appliances under our control, to clear the channel.

On the 13th instant, however, we were favored by a strong southeasterly wind, which so swelled the tide that the [*Uncle*] *Ben* was passed over, under command of Captain Johnson, and the *Bell* followed afterwards. We were then in Sabine Lake, and on the 20th instant the expedition steamed to the Pass. In the meantime an order was published assigning Captain Charles Fowler to the charge of completing the equipments of both boats and managing the same in battle, under the orders of the officer maneuvering the expedition. Captain William Johnson, who had been highly commended to me for gallantry in the battle of Galveston, was assigned to the command of the *Ben*. Captain Matt. Nolan, Second Texas Mounted Rifles, was directed to assume command of the infantry on the *Bell*, which comprised detachments from all the companies of Pyron's regiment, together with 26 men from Company A, [Ashley W.] Spaight's battalion, under the immediate command of Captain O. M. Marsh. Captain O'Bryan, of Spaight's battalion, was ordered to take command of all the infantry on the boat *Ben*, composed of volunteers from all the companies of said battalion. Captain Odlum, First Texas Heavy Artillery, was announced as chief of ordnance and artillery, and had under his command on the *Bell* one 8-inch columbiad, bored as a 6-inch rifled gun, under the immediate command of Lieutenant Dowling, and two -12-pounder guns, imperfectly mounted and without a single shell for their service, on the *Ben*. The latter guns were deemed unserviceable, and were only placed in position to inspire the men with confidence in their boat. They were in charge of Captain [K. D.] Keith, Spaight's battalion.

Early in the morning of the 21st our boats were cleared for action, and at daylight the enemy was discovered lying offshore (a sloop of war and schooner); chase was made, and by 10 a. m. our guns were in range, when Lieutenant Dowling, First Texas Heavy Artillery, was ordered to commence the action with his rifle gun, which was done at a distance of about 2½ miles. The enemy replied with a broadside from their sloop of war, the schooner remaining silent.

Our third shell could not be rammed home, when Captain Fowler was ordered to stop his boat until the *Ben* could come alongside, in order that I might board from both boats simultaneously.

Captain Johnson was signaled to run down on our port. Through the exertions of Captain Odlum and Lieutenant Dowling the shell that had lodged in their rifle gun was forced to its place, and the gun was worked afterwards with great effect, striking the sloop repeatedly, and exploding one shell on the enemy's deck. When within 1,000 yards of the enemy Captain Nolan's sharpshooters opened a terrific fire, which swept their decks and soon caused their commanding officer to strike his flag, and the men to abandon their guns and seek shelter in the ship's hold.

In the meantime the *Ben* bore down gallantly on the schooner, receiving her fire and the broadside of the sloop of war at short range, which, by great exertion, Captain Keith returned with three solid shot from his 12s. The schooner was surrendered unconditionally, and, putting Captain Fowler in charge of the sloop, we started for Sabine Pass.

The fight continued about one and one-half hours, and was concluded out of sight of land in the Gulf and about 28 miles southwest from Sabine Bar.

The ship proved to be the sloop of war *Morning Light*, of about 1,000 tons burden, mounting 8 long 32s and 1 rifled Butler gun, commanded by Acting Master John Dillingham. The schooner was the *Velocity*, mounting 2 brass 12-pound howitzers, of the Dahlgren heavy model of 1858, with both boat and land carriages. The sloop of war is ballasted with about 400 tons of pig iron, and had on board a very large supply of the best ammunition, which is now safe, and a great quantity of other stores. We captured 11 fine guns, about 150 stand of small arms, 109 prisoners, including 29 negroes, without the loss of a single man or material damage to our boats. The enemy lost 1 killed, 2 reported mortally and 7 slightly wounded.

All of my officers and men are entitled to the highest praise. Captains Fowler and Johnson, and the engineers and pilots under their command, deserve great credit for the skillful manner in which they handled their boats under fire. Captains Nolan and O'Bryan fought with intelligence and courage. Captain Keith managed his guns to the best possible advantage. Captain Odlum, chief of ordnance of the expedition, discharged his duties to my entire satisfaction, and acted during the fight with great intrepidity. Lieutenant Dowling, acting adjutant, commanded the gun on board this boat, and by his address saved the ship's magazine from being flooded. Captains Heriot and [Dan.] Showalter rendered invaluable assistance in communicating my orders. Acting Assistant Surgeon Bailey, aided by Volunteer Surgeons [C. L.] Anderson and [J. G. D.] Murray, were sent by me to the enemy to assist in caring for their wounded. The service owes a debt of gratitude to these officers for their meritorious conduct throughout the expedition. Lieutenant Millett, acting assistant commissary subsistence and acting assistant quartermaster, after discharging the duties of his office with intelligence and integrity, participated actively and gallantly in the fight.

I can not refrain from representing to the major-general commanding the valuable services I have received from Major B. Bloomfield, chief quartermaster, who has supplied me with everything within his control necessary to my success, evincing as great interest in the expedition as if he had commanded in person. I also ask to represent to the commanding general that Captain [William W.] Word, commanding the transport *Sunflower*, and Captain Pamele, of the *Roebuck*, have given me the assistance of their respective steamers and are entitled to the thanks of all who rejoice in our victory.

I shall at an early day submit to the major-general commanding an elaborate report of all that has been done by the expedition since the battle, and as soon as the official reports of my officers are received I will bring to his notice the names of others who have distinguished themselves in action.

I have the honor to remain, captain, with great respect, your obedient servant,

OSCAR M. WATKINS,

Major and Assistant Adjutant-General, Comdg. on the Sabine.

Captain E. P. TURNER,
Assistant Adjutant-General.

Report of Major-General Magruder, C. S. Army.

HDQRS. DIST. OF TEXAS, NEW MEXICO, AND ARIZONA,
Houston, Tex., January 24, 1863.

SIR: I have the honor to report that Sabine Pass has been cleared of the enemy, 2 gunboats which I fitted up on the Sabine having captured the enemy's blockading squadron, consisting of a 12-gun ship of war and a schooner man-of-war of 2 guns, commanded by officers of the U. S. Navy. Our boats pursued the enemy 30 miles at sea, during which time a running fight was kept up. Finally getting them under fire of our Enfield rifles, they surrendered and never turned back to the Pass.

This expedition was under command of Major O. M. Watkins, of my staff, and was fitted out under my orders, principally by the gallant Leon Smith, now in command of the *Harriet Lane* and the rest of the war vessels in Galveston Harbor.

Major Watkins reports that he captured 13 heavy guns, 129 prisoners, and \$100,000 worth of stores.

The commander of the Federal squadron reports that the severe naval engagement seen from Galveston Island a few nights ago was between the *290* and the United States war steamer *Hatteras*, and that the latter sunk. Many fragments of the steamer floated ashore on Galveston Island. Our steamers in the late engagement were commanded by Captains Fowler and Johnson, sea captains of Texas, and manned principally by volunteers from Pyron's regiment of cavalry, Cook's regiment of artillery, and Spaight's battalion of infantry.

* * * * *

I will add that I hope soon to have a squadron of 4 gunboats on the Rio Grande for further protection. The interior is tranquil.

Very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,
Major-General Commanding.

General S. COOPER,
Richmond, Va.

Supplemental report of Major Watkins, C. S. Army, commanding on the Sabine River.

HOUSTON, TEX., March 14, 1863.

CAPTAIN: The battle of the 21st of January could have been heard in the Galveston offing. The Gulf was calm; the distance, as I was informed, did not exceed 40 miles. There was, therefore, just cause to expect the arrival of a portion of Commodore Bell's fleet within a few hours after the surrender. It was impossible to communicate with the major-general commanding and ascertain his wishes. There was no time for council. I had to determine the course of the expedition at once.

The captured vessels would be worse than useless in battle, for I could not spare seamen enough to maneuver them, nor were there among my excellent artillerists any who were skillful in the use of guns mounted on ship carriages. With so much property that had been valuable to the enemy, it would have been imprudent to remain in the Gulf. Indeed, it was impossible to remain there; existing orders forbade my leaving the Sabine and Neches unprotected by the boats as well as the batteries, and the supply of wood for the steamers was

limited and could not be materially increased without transportation for 50 or 60 miles.

The *Morning Light*, for the reasons above stated, could not be fought with hope of success anywhere in the Gulf. Moreover, the recent victory of Major-General Magruder at Galveston and the destruction of the *Hatteras* by the C. S. S. *Alabama* had brought into the waters around us a large number of United States steamers, greatly our superiors in speed and metal. My wish was to take our fine prizes into the Pacific and operate against the commerce of the enemy there, but this was impracticable, for want of supplies and seamen. The sloop of war could not be brought over the bar. There was nothing left me but to remove from her such things as would be of most value to our Government and destroy her on the approach of an enemy that could not be successfully encountered. She was accordingly towed up near the bar, and after the transfer of the prisoners and wounded from her decks to my own, the *Bell* was started for the city of Sabine, the *Ben* having been previously ordered forward with the captured schooner. I left in charge of the *Morning Light* Lieutenant Eugene Aiken, an officer who had been noted in the previous history of the expedition for his good judgment, courage, and sobriety, and who was withal a practical seaman. He kept with him a crew for 1 cutter, and was instructed to fire a signal gun and exhibit United States colors on the approach of a force that we might with confidence attack, and to burn the ship and come ashore if attacked by the abolitionists in such numbers as to hazard the recapture of our prize. As soon as I reached the city on the *Bell*, I ordered to the ship, which lay in full view, the steamer *Ben*, having on board Captain Heriot, of the engineers, and Captain Odium, chief of ordnance and artillery, with a sufficient number of men, with directions to remove immediately the guns and ammunition that had been captured.

A post was established under command of Captain O. M. Marsh, who had fought gallantly in the battle, and who was familiar with the city, its approaches, its resources, and the character of its inhabitants. The prisoners and wounded were removed from the *Bell*; guardhouses and a hospital were procured; pickets thrown out toward the shell ridge; all the axes that could be spared (six or eight in number) were put to work at once cutting up the wharf for a supply of fuel. The wood on the transport *Sunflower* was removed to the *Bell*. These dispositions, required by prudence and humanity, were soon made, but before the *Bell* could possibly leave it was late in the evening and she grounded on the Oyster Reef, became unserviceable, and remained there about twenty hours. I had lost the assistance of Captain Fowler, who reported too unwell to command his boat, and who never afterwards came on board of the ship outside the bar. In the meantime the *Uncle Ben* had reached her destination, and while the engineer and ordnance officers were preparing for work, a false alarm was sounded which caused the temporary commander to put back into the river. A lifeboat was manned and in it I proceeded from the *Bell* (aground) to the *Ben*, accompanied by Captain Johnson, who had started on the *Bell* to command her during the indisposition of Captain Fowler, passing in the darkness of the night the engineer and ordnance officers who were going in a similar boat to report to me.

The *Ben*, on our arrival, steamed out again to the sloop. I discovered at once our inability to cope with any steamer that might

come against us. The *Bell* was aground inside of the bar with her rifle gun. The *Ben* could not live in the Gulf in ordinary weather; she was slow and the two 12-pounders on her were unfit for use. Without a competent crew to manage the *Morning Light* and her guns, two of which had been disabled in the late engagement, my duty was clearly to fire the vessel on the appearance of an enemy and get back to a position in which I could defend the Sabine and Neches rivers, which I hoped the Federals would, in a moment of exasperation, attempt to enter.

We were strangers to the ship and to the naval service. It would have required a long time to find the machinery necessary for the removal of heavy guns in the Gulf, where the boats were constantly striking in such manner as to endanger the weaker, and a long time, with inexperienced men, to rig such machinery after it had been found. I therefore thought it better to devote my attention chiefly to the removal of the ammunition than to spend the limited time allowed me in the preparation of heavy mechanical agencies for the removal of the guns; in other words, it was better to save the ammunition than to incur the risk of losing both ammunition and guns, for if a Federal force had appeared when there was every reason to expect it our labor would have been wholly lost if directed to the doubtful experiment of shipping cannon of about 7,000 pounds weight. The remainder of the night was spent in unremitting exertions to save the gunpowder and shells, and at daylight the magazine and every other safe place on the *Uncle Ben* was filled with ordnance stores. We started then for the city, the first available depot, and it was late before our precious cargo could be discharged, a magazine established, and a sufficiency of wood taken on board. We again returned to the sloop with the *Ben* and captured schooner, my best boat, the *Bell*, being still aground. The officer commanding the *Ben* reported that his boat could not live even on the lee side of the ship, and she was therefore sent back to the city to put on shore the few stores that had been transferred to her. That day (the 22d) we had nothing to operate with in the Gulf except a schooner of 87 tons. My men were constantly engaged in saving such stores as could be removed from a very large ship to a small schooner in a very rough sea. Many of them, officers and soldiers, were seasick and unfit for duty, still they labored earnestly until night came, and with it came the enemy.

A steamer was discovered bearing down upon us. The light exhibited (we could see nothing else) proved her to be a large one. The *Bell* was in the river; the last intelligence was that she was aground. The *Ben* could not live in the Gulf. The guns of the schooner and the ammunition of the sloop had been removed. I was forced to attempt to save the schooner and burn the ship. Lieutenant Aiken was ordered to fire the latter and make for the shore in his lifeboat, and the schooner was ordered in haste to the city. The enemy could not understand us, signaled, put out his lights, and bore down cautiously upon the sloop. A sudden swell of the sea carried off the lifeboat of Lieutenant Aiken, and he was left at the mercy of the Federal commander; but by his ready answers when spoken he made the latter believe himself entrapped and start in haste for Galveston, thinking doubtless that the dreaded Semmes was in his wake. The next morning the *Bell* steamed out under the command of Captain

Johnson, Captain Fowler still reported sick. The ship was grounded on the bar, and while we were working at the guns two propellers of the United States service, the *New London* and the *Cayuga*, approached us from the westward, and the torch was applied to our finest prize before most of her guns had been removed. * * *

I regret to announce the loss of Sergeant Davis, of Captain Nolan's company (G), Second Texas Mounted Rifles. After fighting and laboring zealously, he fell accidentally from the captured schooner on the night of the 21st and now sleeps in the Gulf, over which he was of the first to carry in triumph the flag of the State.

* * * * *

I have the honor to remain, captain, with great respect,

OSCAR M. WATKINS,

Major and Assistant Adjutant-General.

Captain E. P. TURNER,
Assistant Adjutant-General.

The naval fight off Sabine.

[Special to the Houston Telegraph.]

ON BOARD C. S. GUNBOAT JOSIAH A. BELL,
Gulf of Mexico, off Sabine Pass, Tex., January 25 [21], 1863.

This morning about 4 o'clock preparations were made on board this vessel for the purpose of attacking the enemy, who were distinctly seen as soon as daylight made its appearance, some 12 miles distant from Sabine Pass. The expedition consisted of the steamboats *Josiah A. Bell* and *Uncle Ben*, with detachments of men on board from companies A, B, C, D, E, G, and I of Pyron's regiment, company F, Cook's regiment of heavy artillery, and some men from the various companies composing Likens' battalion. The whole of our force may be put down as follows: One hundred men from Pyron's regiment, 48 from Cook's regiment, about 200 from Liken's (or as it is now called, Spaight's) battalion, and a few citizens from Orange. The whole expedition was commanded by Major Oscar M. Watkins, assistant adjutant-general on General Magruder's staff.

About half past 6 this morning we started for Sabine Pass, the *Bell* first and the *Uncle Ben* immediately in her wake. As soon as the enemy got sight of us they made all sail and tried to get away, but it was of no use. Heaven favored us and frowned upon them in the shape of a very light breeze. At about half past 8 a. m. we were distant from Sabine Pass about 20 miles and from the enemy we were distant about 2 miles, when the "Annie" (a name bestowed on our 64-pounder rifle gun in honor of the wife of Lieutenant Dowling) opened fire on the enemy, but our shot fell short. The breeze began to freshen up somewhat and great anxiety was felt on both our steamboats, for the probabilities were that the enemy would escape. We were going at the rate of 7 miles an hour and the enemy about 5, he keeping up a pretty lively fire from a battery of eight long 32-pounders, but the "Annie" was admirably and gallantly worked by company F, under command of Lieutenant R. W. Dowling, who, with his detachment, occupied the most dangerous position during

the entire engagement, but not a man flinched, and the enemy gave him credit for making the prettiest shots they ever saw.

One shot took effect on the largest vessel's main yard, one struck her quarter boat on the port side, one took effect on her deck and exploded in the main rigging. One shot struck No. 2 gun on the port side, which glanced and exploded, killing 1 and wounding every man that was stationed at the gun, besides shattering the ship in a terrific manner. During the engagement the *Uncle Ben* was fired at by the sloop of war and the schooner. She replied with her 12-pounders, but, owing to the inferiority of the gun carriages, was unable to fire more than three shots. However, from the report of the ordnance officer (Captain Keith), who had command of the 12-pounders, some execution was done.

The enemy did some very responsible firing also, and we must certainly give them credit for making as good line shots as they possibly could have done without striking us. The fight lasted a little over two hours, when, at about 11 o'clock, we got near enough for our sharpshooters to open on the enemy's decks with their rifles. He could not stand it any longer, the stars and stripes were lowered in token of a surrender, and the firing immediately ceased. The large vessel was boarded, and she proved to be the United States sloop of war *Morning Light*, commanded by Captain John Dillingham. She is a full-rigged ship, mounting eight splendid, long 32-pounder guns, and to use Captain Dillingham's own words he would prefer them to any 68-pounders. I forgot to mention that she had on board a very pretty little breech-loading gun, presented by the Beast, who disgraces humanity, who has ruled and ruined the Queen City of the South, and who before long, I trust, a just God will punish. However, were the hyena in the same fix with his munificent present he would be in very bad plight, for while in the act of firing it a shell from the "Annie" exploded, which resulted in the gunner losing part of his hand, carrying away a portion of the breech, and spoiling the gun considerably.

The sloop of war is a splendid prize and manned by about 100 men. About the time the *Morning Light* was boarded the *Uncle Ben* ran down the smaller vessel and took her immediately. She proved to be the U. S. armored schooner *Fairy*, formerly the *Velocity*, and owned in Belize, Honduras, but captured while running the blockade. She has only about a dozen men on board, commanded by a volunteer lieutenant, who previously had been promoted by the U. S. Government for gallantry displayed in the late action at Sabine Pass. Our casualties were only one man slightly wounded, a private in Captain Aycock's company, Pyron's regiment. The enemy lost 1 killed and 9 wounded. The poor fellow that was killed was horribly cut up with shells and splinters.

Captain Charles Fowler was commander of our fleet, and most nobly did he do his duty. During the entire engagement he stood on the forward part of the boat *Bell* and never flinched. Great credit must be awarded him for his perseverance and energy. He has certainly the confidence of every man in the expedition, and to use the men's own words they would follow him to h—l.

Captain Nolan was in command of the various detachments from Pyron's regiment, and it would be useless for me to give him the praise he deserves. He has been the hero of too many fights for

such an humble individual as myself to eulogize him. Captain Odium, of Company H, Cook's regiment heavy artillery, was chief of ordnance and artillery. Well and gallantly did he perform his duty.

Captain Marsh commanded the detachment of men from his company, of Likens' battalion, and Captain G. W. O'Bryan, of the same battalion, commanded the detachments on board the *Uncle Ben*. The surgeon's staff consisted of Surgeons Bailey, Murray, and Anderson. Captains Aycock, Marsh, Spurlock, Keith, and Gibbs, and Lieutenants Junker, Glenn, Hunter, Leonard, Timon, Ezell, Hogan, Martin, Lockett, Aikens, Mayo (R. E. Mays), Jones, and several other officers, whose names now escape my memory, together with the men composing their commands, all behaved gallantly, and it is scarcely proper to pick out individuals where every man was a hero in himself. I might mention many instances of coolness and gallantry displayed by some gentlemen (citizens) who volunteered for the fight, but will merely mention a few of the most prominent who came under my own observation. Captains Stockholm and McLane, of Sabine Pass, were pilots on the *Bell*, and managed the boat, under the direction of Captain Fowler, to a charm. Captain Z. Sable and Mr. Gilmore, of Orange, did efficient service, and proved by their gallantry that they are men for an emergency. When we took the *Morning Light* in tow Captain Sable remained in command of her, and the manner in which she was handled stamps him at once as a good seaman. I must not neglect mentioning Lieutenant Tom Millett, our acting commissary of subsistence. He was among the first to board the enemy, and in the report of his commanding officer to headquarters his name is honorably mentioned for coolness and gallantry.

Captain Dan. Showalter acted as volunteer aid on the staff of Major Watkins and did good service. I have known Dan. for a long time. It was our fortune many a time to meet in the Democratic State convention of California, and I never thought while listening to the brilliant oratory of my friend before the enlightened legislature of California years ago that either of us would meet on this side of the Pacific, fighting for the rights of the South. Captain Showalter was a prisoner of war in California for five months and a half, but through the exertions of himself and Senator Latham managed to make good his escape, and here he is now advocating the same principles with the sword that he has heretofore done in public life with the pen.

Our prisoners number in all about 109. Among the latter are 29 negroes, including one severely wounded. The latter are a very likely looking lot of subjects. The officers and men are a fine-looking body, and credit certainly must be given to them and Captain Dillingham for having managed and fought his vessel as well and with as much desperation as any officer could have done under the circumstances. He gave us his batteries as long as he could get them to bear on us, and after they were useless he had all his small arms loaded, distributed his boarding pikes for the purpose of repelling boarding, and had men stationed in the tops of his vessel to pick off our officers and gunners, but our sharpshooters brought the men out of the tops very soon, they coming down on deck like so many squirrels out of a tree.

The enemy's wounded speak in the highest terms of our surgeons,

who had them brought on board our "flagship" and did all for them that skill and kindness could do.

I hope your correspondent of the gallant *Uncle Ben* will give you the items of interest which occurred on that boat. All that I can say for my own part from the manner in which she went into action her captain is deserving of much praise, and Captain Bill Johnson's name will have to be recorded in the history of the war for ability as a seaman and gallantry as a soldier.

Our bill of fare for dinner to-day is as follows: Roast beef, mutton, turkey, chicken, and pork; Irish potatoes, rice, butter, and a dessert fit for a king, and as the bell is now ringing I must close so as to drink the health of the gallant "horse marines."

I will write you again shortly.

Truly, yours,

JUNIUS.

Letter from Commodore Bell, U. S. Navy, to Colonel Debray, C. S. Army, regarding the removal of buoys outside Galveston harbor.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 22, 1863.

SIR: I have the honor to acknowledge the receipt of your dispatch of this date, in reply to mine of yesterday touching the buoys, addressed to Major-General Magruder, and whom you inform me is temporarily absent.

I beg to express to you my appreciation of your prompt and voluntary offer to replace the buoy which you state was removed by one of your launches.

As you have led me to expect a letter from Major-General Magruder to-morrow on this and other subjects, you will please excuse me from going further into this subject.

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

H. H. BELL,

Commodore, Comdg. U. S. Forces off Galveston and the Coast of Texas.

X. B. DEBRAY,

Colonel of Cavalry, C. S. A., etc., Galveston, Tex.

Letter from Commodore Bell, U. S. Navy, to the British consul at Galveston, transmitting official notice of the continuation of blockade.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 22, 1863.

SIR: I have the honor to enclose herewith an official notice* of the continuation of the blockade of the port of Galveston and neighboring waters, which Major-General Magruder, commanding the Confederate forces at Galveston, has proclaimed to be raised.

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

H. H. BELL,

Commodore, Comdg. U. S. Forces off Galveston and Coast of Texas.

HER BRITANNIC MAJESTY'S CONSUL AT GALVESTON, TEX.

* See p. 550.

Report of Commander Alden, U. S. Navy, regarding a deferred reconnoissance in the Mississippi.

U. S. S. RICHMOND,
Baton Rouge, January 22, 1863.

SIR: I have the honor to acknowledge the receipt of yours of the 19th instant. It came to hand, however, after General Banks left on his return to New Orleans; still, I believe I anticipated your wishes by offering him every facility in my power toward the furtherance of the object of his visit to this place.

I had arranged to make a reconnoissance with him up the river, but from some cause (want of time, I believe) he has deferred for a few days.

With great respect, I am, your obedient servant,
JAMES ALDEN,
Commander, etc.

Admiral FARRAGUT,
Commanding U. S. Fleet, etc.

Report of Commander Gibson, U. S. Navy, transmitting request of Acting Master Bruner, U. S. Navy, commanding U. S. schooner Charlotte, at East Pass, for a gun and ammunition.

U. S. SHIP POTOMAC,
Pensacola, January 22, 1863.

SIR: I send herewith a communication which I have just received from Acting Master E. D. Bruner, the officer who is in command at the East Pass.

I shall dispatch the schooner *Independence* as soon as I can possibly get her off with a 33-hundredweight 32-pounder (the only kind of gun which I have to send him), and also the necessary ammunition and provisions.

I have the honor to be, very respectfully, your obedient servant,
A. GIBSON,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

[Enclosure.]

U. S. SCHOONER CHARLOTTE,
East Pass, January 21, 1863.

SIR: There are now around this bay between 600 and 800 rebel cavalry and infantry, under the command of Colonel Clanton. They have 4 pieces of artillery and are amply provisioned for making considerable of a stay.

Four days ago two companies of cavalry made an attack upon 30 refugees, who were endeavoring to get to me for protection, and killed 2, captured 27; only 1 escaped, who succeeded in reaching us. This man says that they are arresting all the Union people and destroying everything they have. The rebel headquarters is at the Four Mile Landing. I have not been up since they came, as I am not prepared to meet them. I have reliable information that they intend to raise the *Champion* and another vessel or two, mount train guns, man them, and make an attack upon us, at the same time endeavor to

blockade us in this bay. I at this time have every reason to believe that they have everything prepared in the Narrows to give us a warm reception if we attempt to go through.

My object in sending down is to ask if you will please send me another gun and ammunition; if there is nothing else, a short 32 will work on the schooner. I wish to give these fellows all the fight we can. We have great odds against us, but if I can get a heavy gun and plenty of ammunition I think we can give them satisfaction. They are getting bolder every day; also, my time for drawing the crew's rations will be on the 30th of this month, and as it will be almost impossible to send down, I should like the next sixty days' rations to be sent; then, if we should be blockaded in, we will have a good supply of provisions on hand. The schooner *Independence* can come up on the outside, and, with a pilot, could get in the East Pass; after she is discharged, she could return again on the outside.

I have under protection 26 refugees who escaped to us one week ago, and new ones come in most every day. They all asked to take the oath of allegiance, which I administered. They want to assist us to fight the rebels on the bay. I do not know what to do with them. I am feeding them out of our provisions. They are persecuted Union men, and are driven almost to desperation, and it is certainly my business to protect them. They could certainly be made very useful, if I could only be furnished with provisions for them, if nothing more than bread and meat. I have them encamped on the island; have formed them into a company and drill them every day. I will make them useful in case of an engagement.

We have the schooner *Lady Ann*. She came very near falling into the hands of the rebels with \$412 worth of goods. I send a list of the articles; they were sent by some one for trading purposes; there was no pass, and it appears they were taken from the yard to Pensacola, and there taken on board of the *Lady Ann*. She came very near passing us in the gale of wind of last week, and had I not overhauled and brought her back she would have been seized by Colonel Clanton upon her arrival at the head of the bay. It is not safe to send her down the Narrows. I will therefore detain her until you order me in the matter.

In regard to the lumber, the owner (a Union man) is taken off by the cavalry, and if the lumber is not yet burned it will be.

It is very essential, if you have the *Independence*, that she should be here soon as possible. In case they should plant a gun on the bluff in the pass it would give considerable trouble.

Respectfully, your obedient servant,

E. D. BRUNER,

Acting Master, U. S. Navy, Commanding Schooner Charlotte.

Commander ALEXANDER GIBSON, U. S. Navy,
Frigate Potomac.

Report of Rear-Admiral Farragut, U. S. Navy, acknowledging receipt of information regarding British schooners in the Sabine River.

No. 24.]

FLAGSHIP HARTFORD,
New Orleans, January 23, 1863.

SIR: I have the honor to acknowledge the receipt of your dispatch of December 30, relative to the British schooners *Sting Ray*, *Henry*

Colthirst, Governor, and one other, name unknown, lying in the Sabine River at the time Sabine Pass was occupied by our forces, which schooners I believe still to be at Sabine City.

I am informed by a Mr. [G. W.] Plummer, who was the light-house keeper at Sabine Pass under the Federal Government, that these vessels have been in the habit of running the blockade from time to time, notwithstanding the fact that there were United States vessels of war cruising on the coast all the time. They availed themselves of dark nights and the impression that our officers appeared to have of the insignificance of the port for some time, and made many voyages to Jamaica, where they changed their nationality and obtained provisional registers. They were again loaded and ready for sea when we took possession of the [Sabine] Pass, but discharged their cargoes, which they sent up to Houston, and the vessels remained at or above Sabine City, where they still are.

As to my giving due notice of the blockade, I was informed by Flag-Officer W. W. McKean that the coast of Texas was blockaded, and I presumed the proper steps had been taken to institute such blockade, added to which, I knew that the President had proclaimed the coast of all the States then in rebellion against the Government (April 19, 1861) to be in a state of blockade, which proclamation I supposed to be in itself a sufficient declaration.

In regard to Mr. [A. T.] Lynn, her Britannic Majesty's consul at Galveston, he is openly avowed as a notorious rebel, and citizen of the United States, and voted for the secession of Texas.

H. B. M. sloop *Rinaldo* has just sailed for Galveston. Captain [W. N. W.] Hewett is well aware of the notoriety of Mr. Lynn's secession proclivities.

I have the honor to be, very respectfully, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

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

[Endorsement.]

Inform Secretary State of fast convoy vessels at Sabine Pass.

W.

Order of Commodore Bell, U. S. Navy, to Acting Master Lamson, U. S. Navy, commanding U. S. schooner Kittatinny, to return to the blockade of Matagorda.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 23, 1863.

SIR: Return to the blockade of Matagorda and neighboring passes, and remain on that duty until you shall hear further from the admiral.

The condition of the U. S. schooner *Kittatinny*, under your command, shall be made known to the Admiral without delay, and a timely relief obtained for you.

Very respectfully,

H. H. BELL,
Commodore, Comdg. U. S. Forces off Galveston and Coast of Texas.
Acting Master C. W. LAMSON,
Commanding U. S. Schooner *Kittatinny*, off Galveston, Tex.

Report of Rear-Admiral Farragut, U. S. Navy, referring to United States vessels searching for the U. S. steamers Oreto (Florida) and 290 (Alabama).

No. 26.]

FLAGSHIP HARTFORD,
New Orleans, January 23, 1863.

SIR: Nothing as yet has been heard from the *R. R. Cuyler* or from the *Oneida*. As I informed you by the last mail, the first of these two vessels was last seen within 4 miles of the *Oreto*. The *Oneida* was dispatched to Key West to give notice of the presence of the *290* and *Oreto* in the Gulf.

Commodore Bell, by the last reports, was blockading the *Harriet Lane* in Galveston, and waiting for me to send him more gunboats; the sixth will sail the day after to-morrow. It appears impossible to get a gunboat out of the river in less than four or five days; they can run with crippled spars, damaged sides, etc., in the river, but if they go outside, the machinery and everything else has to be repaired.

I have seen a man from Galveston, who reported that he thought the *Harriet Lane* was out, but Commodore Bell makes no such mention in his dispatches.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Report of Rear-Admiral Farragut, U. S. Navy, regarding the presence of a suspected steamer off South West Pass, supposed to be the 290 (U. S. S. Alabama).

No. 27.]

FLAGSHIP HARTFORD,
New Orleans, January 24, 1863.

SIR: The *290**, or a suspicious bark-rigged propeller supposed to be that vessel, has been seen twice off the South West Pass; first, on the 8th instant; second, on the 23d. She is probably hovering in that vicinity to pick up a coal vessel, as her coal must have run pretty short by this time.

I have sent the *Mississippi* down the river to guard the *Pampero* and other vessels on the bar, but I have not a single vessel which would compete with the rebel privateers in point of speed, or that I can spare to send out after her.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

*The *C. S. S. Alabama* was at Port Royal, Jamaica, January 20 to 25, 1863. See Series 1, volume 2, pp. 723, 724.—COMPILER.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Smith, U. S. Navy, commanding U. S. S. Mississippi, to blockade South West Pass.

FLAGSHIP HARTFORD,
New Orleans, January 24, 1863.

SIR: Proceed to South West Pass and lie at Pilot Town, and keep a lookout for the enemy who appear to threaten our store vessel at that place. Communicate with me daily if there is anything in sight, and I will send a vessel down to relieve you as soon as possible that can cross the bar.

Very respectfully, your obedient servant,

D. G. FARRAGUT.

Captain M. SMITH,
Commanding U. S. S. Mississippi.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Alden, U. S. Navy, to send a vessel to the assistance of Colonel Holcomb, U. S. Army.

FLAGSHIP HARTFORD,
New Orleans, January 24, 1863.

SIR: I herewith give you below an extract from a dispatch received by General Banks from Colonel Holcomb:

I have only one gunboat here and no artillery. I wish you would have another gunboat sent here.

You will therefore be pleased to dispatch the *Clifton* or *Albatross* to the assistance of Colonel Holcomb.

I shall probably give you orders to go in pursuit of the *290* in the course of a few days.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Commander JAMES ALDEN,
Commanding U. S. Steam Sloop *Richmond*.

P. S.—I have sent the *Mississippi* down to the bar, for fear the *290* might come in and take the *Pampero* for coal. He (*290*) was off there yesterday.

Yours,

D. G. F.

Report of Major-General Banks, U. S. Army, regarding the insufficiency of the naval force in the Gulf, and transmitting information from New Orleans.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, January 24, 1863.

GENERAL: The enclosed dispatch from the mouth of the river causes much solicitude in regard to the southern defenses of the city. The vessel referred to is supposed to have been the *Alabama*, and her movements, with the escape of the *Oreto* from Mobile and the uncertainty as to the position of the *Harriet Lane*, no news having been received from Galveston, affords some reason for the impression that an attack from the south is contemplated. * * *

The naval force here is insufficient. Admiral Farragut has represented his wants to the Navy Department. Recent events in the Gulf make it imperatively necessary that his fleet should be strengthened.

The rebel force at Port Hudson and its vicinity is larger than I can bring against it, leaving a sufficient number of men for the defense of the city and the La Fourche district.

* * * * *

I have the honor to be, with much respect, your obedient servant,
N. P. BANKS,
Major-General, Commanding.

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

[Enclosure.]

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, January 24, 1863.
(By telegraph from South West Pass.)

SIR: Last evening, about one-half hour before sunset, a long, rakish, bark-rigged steamer, with topgallant masts struck, passed slowly by the mouth of the river. When off the South Point she steamed off rapidly southeast. During the time of her passing the pilot boat had a signal in her main rigging where I have never seen her set it before. As the bar is improving, I can not but think a dash is intended, as soon as there is a fleet here to warrant it. I am in a poor condition to protect even my own vessel. The *Katahdin* is here and will leave this morning.

Yours,

C. HUGGINS,
Commanding U. S. S. Pampero.

Rear-Admiral D. G. FARRAGUT.

Report of Commodore Bell, U. S. Navy, referring to the reported movements of the captured U. S. S. Harriet Lane.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 25, 1863.

SIR: My letter of the 19th, by the schooner *Isabel Blake*, informed you that the heavy rolling of the *Brooklyn* on the night of the 18th compelled me to get underway. The steamer *Harriet Lane* was in sight on that day, but was not visible when I anchored next morning, the 19th. That afternoon, however, and next day, the weather became clearer, and a square-rigged vessel was observed from our tops, with topmasts housed, lying beyond the upper harbor; also two square-rigged vessels, one of them with sails loosed, lying up Galveston Bay, about 10 miles north of the city. There were previously three square-rigged vessels in the bay, and there are three now. I am very confident that the *Harriet Lane* is within Galveston waters.

The sea broke heavily on the 18th and 19th from one end of the

shoals to the other, and nothing drawing over 6 feet of water could have possibly crossed the bar, and nothing could have passed through the gunboats anchored there without being seen, although the night was very dark. Subsequently, the officers accompanying the flags of truce tried to create the impression that "she is out," one of them saying so plainly. I do not believe it. This morning Lieutenant Mitchell reported that he could see a square-rigged vessel, sails loosed, from the maintopmast head, which he takes to be the *Harriet Lane*. She lies beyond the upper harbor in the direction of Virginia Point, and was doubtless carried over the shoal water by the rise during the heavy easterly weather on the 18th. He also sees two square-rigged vessels and three steamers lying higher up the bay near Dollar Point.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Order of Commodore Bell, U. S. Navy, to Acting Master Childs, U. S. Navy, commanding U. S. S. Tennessee, to proceed to New Orleans with dispatches.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 25, 1863.

SIR: Proceed to New Orleans and deliver the dispatches with which you are intrusted to the admiral or to the senior naval officer present. They are important.

You will touch at Sabine Pass and obtain such information of the state of things there as may be practicable. You should find there the *New London*, Commander Read, senior officer, and the *Cayuga*, Lieutenant-Commander McDermut.

Very respectfully,

H. H. BELL,
Commodore, Commanding U. S. Forces off Galveston.

Acting Master JOHN D. CHILDS,
Commanding U. S. S. Tennessee, off Galveston, Tex.

Letter from Commodore Bell, U. S. Navy, to Colonel Debray, C. S. Army, acknowledging the offer to replace buoy removed under flag of truce.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 25, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 24th [22d] instant, offering to replace, under the inspection of one of my officers, one of the buoys which you admit was towed in by one of your boats on the 20th instant, while the flag of truce was flying.

Not being sufficiently assured of the exact position of the buoy in question, I could not undertake to go through the form of seeing it

put back again. I presume, however, that your own pilots or some one of your officers knew its locality.

It is of little consequence to me whether it be replaced or not. The circumstances under which the buoys disappeared gave importance to the act.

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

H. H. BELL,

Commodore, Comdg. U. S. Forces off Galveston and Coast of Texas.

Colonel X. B. DEBRAY,

Commanding East Subdistrict of Texas, Galveston, Tex.

Report of Commodore Bell, U. S. Navy, regarding the removal of buoys by the Confederates while under flag of truce.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 25, 1863.

SIR: Flags of truce were out to us on the 20th, 21st, 22d, and to-day, with communications from General Magruder and the French consular agent, copies of which are forwarded herewith.

On the 20th, in the afternoon, I observed the enemy extending his defenses on the northeast of the city and within it near the old hospital, in such a manner as to cover the outside and the inside of channel approaches. I could not check this latter work without really "bombarding" the city, and as General Magruder's proclamation, conveyed to me that day, informed me that he had declared the blockade raised, and had invited the resumption of commerce by friendly nations, I thought it incumbent on me to warn all foreigners and others before opening fire upon the city. I could not send in this warning before the afternoon of the 21st, when I allowed them twenty-four hours from 5 p. m. of that date to remove.

At daylight on the 21st it was observed that all the buoys except the outside buoy, three in number, had disappeared from their moorings, one of them was in sight, lying on the beach. The 20th, next day, being quite calm, the schooner coming out under flag of truce did not get underway till late in the afternoon, and after crossing the bar it died calm again, and she was seen entering the harbor at daylight next morning, when the buoys were missed. I wrote to the general and charged him with violating the flag of truce as stated. Colonel X. B. Debray, C. S. Army, in the absence of General Magruder, replied to my letter, disclaiming the act except in the case of one buoy, which had been removed by one of his launches without authority. He offered to have it replaced under the inspection of one of my officers. He refers to one of two buoys off Fort Point and Pelican Spit, lying under the guns, and which could have been removed by them without hindrance at any hour. Still, it was done while the flag of truce was out. The inner bar buoy, lying on the beach, may have been washed ashore on the 19th, but persons on board here say they saw it in place on the 20th.

On the night of the 22d I sent orders for the *New London* and *Cayuga* to proceed to Sabine Pass, as noticed elsewhere.

This left the *Sciota* and *Owasco* here on blockade. Since then it has been thick weather and rainy until to-day.

Neither the *Katahdin* nor *Itasca* has yet appeared.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the U. S. steamers R. R. Cuyler and Oneida.

No. 28.]

FLAGSHIP HARTFORD,
New Orleans, January 26, 1863.

SIR: We are still anxiously awaiting tidings from the *R. R. Cuyler* and *Oneida*, neither of which vessels has as yet been heard from.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Farragut, U. S. Navy, to the consul-general at Cuba, recounting the disasters in the Gulf.

FLAGSHIP HARTFORD,
New Orleans, January 26, 1863.

DEAR SIR: We have been very fortunate in this squadron until the disaster at Galveston, which was the commencement of our troubles. First the *Alabama* appears off that place; the *Hatteras* is sent in chase of the strange sail, no one suspecting for an instant that the *Alabama* was in this part of the world, and the result is that, after lulling Captain Blake into a partial security by saying that he was H. B. M. S. *Spitfire*, as soon as the *Hatteras's* boat shoved off to board him he opened fire; but the officer who was in the boat says that the fire was instantly returned, for they suspected her of being a rebel, but not a vessel of war, and the *Hatteras* was sunk, being nothing but a frail iron shell, with her machinery all exposed.

Next the *Oreto* runs out, only two vessels seeing her, although they were all on the lookout and knew that she was running out. The *R. R. Cuyler* and *Pembina* gave chase, but *Cuyler* outran the *Pembina*, and the last the latter saw of the chase the *Cuyler* was 4 miles astern of the *Oreto*, both vessels carrying all sail, blowing a norther. What the result was God only knows, for the *Cuyler* is no match for the *Oreto*, but if she can ram her she will cut her through.

They now say that the *Harriet Lane* has gotten out of Galveston. If that is true we have now all three of the rebel privateers in the Gulf of Mexico, and if Wilkes' squadron would come down between Tortugas and Yucatan and then in the track of vessels bound for the South West Pass of the Mississippi, they would be very likely to fall in with them.

Please give this information to any of the vessels of war you may have the opportunity of communicating with. I sent the earliest information to Acting Rear-Admiral Bailey.

We think the *Alabama* is on the lookout for coal and has been seen off the Mississippi recently.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

ROBERT W. SHUFELDT, Esq.,
Consul-General of the United States, Island of Cuba.

Report of Commodore Bell, U. S. Navy, regarding the interruption of the blockade.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 26, 1863.

SIR: The *Kensington* reappeared this morning, and I avail myself of the opportunity to send you a duplicate of my notice of the continuation of the blockade.

It should be borne in mind that the *Owasco* and *Sachem* left here on the 1st at 9 p. m., and I arrived on the 7th at 10 o'clock a. m., making an hiatus of six days in the blockade. This was an interruption, and how far it was broken in a legal sense, and the action which is required for its complete restoration in the eyes of foreign governments remains to be well considered, and you will doubtless take the necessary measures in the premises.

Yesterday, the 25th instant, I had an opportunity to send my notice of blockade to the French, Spanish, and British consuls, and also delivered a copy of the same to Captain Hewett, of H. B. M. S. *Rinaldo*, and forwarded (through the kindness of that officer) a copy to Mr. Shufeldt, U. S. consul-general at Havana, whither he was bound.

The *Tennessee* left here at 1 a. m. to-day for New Orleans with letters for you, touching on the way at Sabine Pass for information.

I omitted to call your attention to Acting Master Childs' account of his rencontre with the *Morning Light* at 9 p. m. on the 22d instant, when he ascertained that she was in the hands of the enemy, and "nobody on board."

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans, La.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, proposing an attack for the retaking of Galveston.

FLAGSHIP HARTFORD,
New Orleans, January 26, 1863.

DEAR COMMODORE: I received your dispatches by the trader, Mr. Wilder. He informed me that he thought that the *Harriet Lane* was

not in Galveston, and that she had run out during the gale of the 12th and 13th, but as you said nothing about it I suppose it is not so. I now, after great effort, send you the sixth gunboat. I hope you will find this force sufficient to make the attack, but if you do not think it safe to do so, leave three gunboats to blockade and look at the other ports, Sabine Pass, Matagorda, and Rio Grande, and return here. Look out for the *Alabama*. She has been seen off the South West Pass, they think, as late as the 23d. It may be a mistake. We hear nothing of the *Oreto* yet, or the *Oneida*. Direct the gunboats to keep two or three in company if possible. Then they could surely be a match for the *Alabama*. But I shall want you and the three boats here in ten days if we make an attack on Port Hudson; but I fear we shall do nothing. Still, I see the people are saying that Farragut's fleet is detaining the army. But I wrote word to the Department that I have been ready for anything the last three months. I can not send you any shallow-draft boat. The *Sachem* will not be ready for two or three weeks. Wishing you every success,
I remain, very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding on the Coast of Texas.

•P. S.—We are anxiously looking for the *Kensington* and *Tennessee* for fear of the *Alabama*.

D. G. F.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commander Alden, U. S. Navy reporting the destruction of the U. S. ship Morning Light.

FLAGSHIP HARTFORD,
New Orleans, January 27, 1863.

•DEAR CAPTAIN: I have just received a dispatch that the *Morning Light*, off Sabine Pass, has been captured and destroyed by the rebel gunboats. There will be no end to this Galveston success until we make a clean destruction of one of their vessels. They came out, as at Galveston, with two cotton-packed steamers, in a calm, and I suppose ran ahead of the *Morning Light* and boarded her and set fire to her and took the schooner, her tender. They are growing bold. I think your howitzers in the tops would be a fine thing for such fellows as they approach. I hope that our first success will be a total destruction of some of them. Now we are obliged to blockade Sabine Pass with gunboats, and they will attack them soon, but I hope they will do their duty. I have nothing but disaster to write the Secretary of the Navy.

I can hear nothing from General Banks yet. He has his artillery—I believe [it] is all here now—but he says nothing of a move up or down.

Were it not for the bad weather I would like to go down to Texas. I can not get vessels to Bell as fast as he requires them, in consequence of these disasters.

I congratulate you on your nomination for captain.

* * * * *

I deeply regret that our forces have met such a signal defeat at Vicksburg. Porter, I fear, will have to take some of the bad results, although he does not appear to have been on the spot, but attending to some work higher up the river. But they did a good work up the Arkansas in the capture of the post [Arkansas Post].

I sent Roe home and told the Department he was broken down.

Yours, truly,

D. G. FARRAGUT.

[Commander JAMES ALDEN.]

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, regarding a vessel for Lake Pontchartrain.

FLAGSHIP HARTFORD,
Off New Orleans, January 27, [1863].

SIR: I hope the *Kinsman* is repaired and ready to proceed round into Lake Pontchartrain as soon as the weather clears off. We have no vessel there at present, and I have no doubt but that the enemy and disaffected are carrying on a large business in the lake. Let me hear from you.

Very respectfully, etc.,

D. G. FARRAGUT.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. Naval Forces, Berwick Bay.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Smith, U. S. Navy, regarding measures for the protection of the Pensacola navy yard.

FLAGSHIP HARTFORD,
New Orleans, January 27, 1863.

SIR: I have received your letter in reference to the proximity of the rebels, but I do not think there is any danger of their attacking the yard as long as our vessels are disposed of so as to cut off their retreat should they by any accident get across the bayou. I would recommend you to place two shotguns at each gate; have your ammunition fixed, so as to load with great rapidity. With the guns on a level and rapid loading and firing it does not seem to me possible for them to storm the yard with any number of men without the aid of artillery, and as the yard is enfiladed by the vessels I can but think it safe. I cannot possibly send you a steamer. On the contrary, I require three times as many as I have. I have just dispatched the sixth gunboat to Commodore Bell for operations at Galveston, which leaves me with but three in the river. I have two or three repairing all the time. These shallow bayous and Lake Pontchartrain take all my light-draft vessels.

I wish you would form a board, as I wrote you before, as soon as possible, with an army and two navy officers, to decide the case of the steamer captured up the sound, ascertain by whom the capture was made, and have her delivered over to the parties to whom she belongs. If to us, she would be very useful up the sound to Mr. Bruner. By having some shields to protect the men from musketry she could run up the river and destroy the salt works and protect the refugees.

I send over to you Mr. Cosgrove, an excellent blacksmith, who is anxious to get work in the yard. I know you are much in want of one. I will send the galley for the *Rachel Seaman* by the first opportunity; also all the articles you required. They did not find the patterns, or the wheels would have been sent long since. I have purchased glass, which I send you.

It is not usual for an enemy to make known his whereabouts by beating the long roll, etc., when he wishes to make an attack, therefore I think it was done as an annoyance to keep your people uneasy. You almost always have a steamer in for coal or repairs. The loss of Galveston and presence in the Gulf of the *290* and *Oreto* all contribute to reduce our forces and call for greater vigilance on the coast. I have written for more force, and hope soon to have an increase.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Commodore WM. SMITH,
Commander Naval Station, Pensacola.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the equipping and manning of vessels of war.

No. 30.]

FLAGSHIP HARTFORD,
New Orleans, January 28, 1863.

SIR: I take the liberty of addressing the Department upon two subjects in relation to the equipment and manning of our vessels of war.

The first is upon the necessity of preparing all our small vessels intended for operations in the bays and rivers of the Southern coast with protection against the musketry of the enemy, who, lining the banks concealed from view, suddenly appear, and often by a single volley kill and wound many of our officers and men. These vessels should also be provided with boarding nettings, which most of those here have.

The principal subject, however, and the one on which I lay the greatest stress, is the want of officers. During the war of 1812 I frequently heard some of the most intelligent British officers say that our great success in the encounters between the smaller vessels was owing to the great number of officers we had in our vessels and the small number they had in theirs. They seldom had more than three or four, and when those were killed or wounded the men had no one to lead them.

This was the case recently in the affair of the *Harriet Lane*. It is stated that she was surrendered by a master's mate, and perhaps the same was the case of the *Hatteras*. I have thought much on this subject and it has given me great anxiety at times. Some of our vessels have only one officer, until I make a master's mate or take him from another vessel. The *Corypheus* in the action at Galveston had but one officer, her commander, Acting Master [A. T.] Spear, and had he been killed the probability is that the vessel would have been lost. Several others of the small vessels are in the same situa-

tion from various causes. As I find men capable, however, I promote them. Still there is a great deficiency in officers.

I have the honor to be, very respectfully, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

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

Letter from Commodore Bell, U. S. Navy, to consular officer at Galveston, refusing permission to carry provisions into that place for use of foreign residents.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 28, 1863.

SIR: I had the honor to-day of receiving your two dispatches of the 26th instant, one of them proposing to me to allow a vessel loaded with provisions to pass into the port of Galveston for the exclusive use of foreign residents there, whom you represent to be in a state of famine.

I can only state in reply thereto that the privilege which you suggest being inconsistent with the blockade instituted, the stringency of that blockade can not be diminished by me for that or any other object.

I have the honor to be, sir, very respectfully, your obedient servant,
H. H. BELL,
Commodore.

MONSIEUR B. THÉRON,
*Consular Agent of France and Vice-Consul of Spain
at Galveston, Tex.*

Expedition to Indian Village, La., January 28-31, 1863.*

Letter of commendation from Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Hart, U. S. Navy.

NEW ORLEANS, *February 25.*

I have the pleasure of acknowledging the receipt of your communication † of the 2d instant relative to rout of the rebel guerrillas in the vicinity of Indian Village.

I am very much gratified at the result of Mr. Harcourt's expedition and herewith enclose his promotion to the grade of acting ensign. It has given me much pleasure to be informed of the good behavior of the men composing the expedition.

Very respectfully, etc.,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Lieutenant-Commander JOHN E. HART,
Commanding-U. S. S. Albatross.

* See Army War Records, Vol. XV, for report of army operations.

† Not found.

Abstract log of U. S. S. Albatross, Lieutenant-Commander Hart, U. S. Navy.

January 31, 1863.—At 1 p. m. sent first cutter and launch ashore. Anchored off the town of Plaquemine. At 1:30 Mr. Harcourt and 13 men returned from a successful expedition to Indian Village.

Order of Commodore Bell, U. S. Navy, to Commander Read, U. S. Navy, regarding the sending of the U. S. S. Katahdin to Sabine Pass.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 29, 1863.

SIR: I send you the *Katahdin* for two days. An increase of force there for a short time will have a wholesome effect upon the assurance of the rebels.

Send her back by night at the end of that time and let me know the state of things there.

Be sparing of coal. No more is on hand, and I do not know when it will come.

Very respectfully,

H. H. BELL,
Commodore.

Commander ABNER READ,
Commanding U. S. Gunboat New London, Sabine Pass, Tex.

Order of Commodore Bell, U. S. Navy, to Commander Read, U. S. Navy, to demand proper treatment for Pilot Taylor, captured on the U. S. schooner *Velocity*.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 29, 1863.

SIR: There is reason to believe that Mr. James Taylor, a Texas refugee, was on board the schooner *Velocity* at the time of her capture on the 21st instant. Mr. Taylor was a regularly entered pilot on board the schooner *Rachel Seaman*. He has been serving several months in that capacity. He was so perfectly recognized as one of the officers of that vessel that he was sent to Key West as prize master in the month of October.

He is therefore entitled to protection as a prisoner of war, and you will please send a letter under a flag of truce to the commanding officer ashore at Sabine Pass, stating the fact of his having been regularly entered on the rolls of the schooner *Rachel Seaman* for several months past as pilot, and that you claim for him on the part of the Government of the United States the treatment that is due to a prisoner of war.

Mr. Taylor's family reside at Sabine Pass, and Mr. Taylor himself is very obnoxious to the citizens there.

Send in your boat to about gunshot range or nearer, exhibiting a flag large enough to be seen, and do not let them come under flag of truce reconnoitering you nearer than the range of your guns. Appoint a place of meeting if you can.

Very respectfully,

H. H. BELL,
Commodore.

Commander ABNER READ,
Commanding U. S. Gunboat New London, Sabine Pass, Tex.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Bailey, regarding a suspected steamer.

FLAGSHIP HARTFORD,
New Orleans, January 29, 1863.

SIR: On the 16th instant a two-masted iron steamer, walking beam engine, was seen about 15 miles from Tampa Bay, running in. She hoisted rebel colors.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Rear-Admiral THEO. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, to send the U. S. bark W. G. Anderson to relieve the U. S. schooner Kittatinny at Galveston.

FLAGSHIP HARTFORD,
New Orleans, January 29, 1863.

SIR: You will complete a crew from the *Potomac* or *Colorado*, if at Pensacola, for the bark *W. G. Anderson* and order her to proceed with all possible dispatch to Galveston, Tex., to report to Commodore H. H. Bell as a relief to the *Kittatinny*.

Very respectfully, etc.,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Commander A. GIBSON,
Senior Naval Officer Afloat, Pensacola.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, referring to the movements of the 290 (C. S. S. Alabama) and Oreto (C. S. S. Florida).

Semiofficial.]

FLAGSHIP HARTFORD,
New Orleans, January 30, 1863.

MY DEAR COMMODORE: I have received all your dispatches by the *Tennessee* and *Kensington*. I am truly delighted to find that the *Harriet Lane* has not gotten out, but on the contrary she can not now get out until they have another tide as high as the one which carried her over the banks. The defense of the *Morning Light* must have been as feeble as that of the *Lane*, as I understand from a man who had it from one of the men who took her that there was but 1 man killed and 3 or 4 wounded, and only 1 killed on board the steamers. They say the schooner made a better fight than the ship. I fully appreciate your situation. Your only chance was on the 11th, before the loss of the *Hatteras*. I do not know that you had force enough then, but I feel satisfied that you have not had since then, if the statements of their defenses are true, as made by the officers and citizens. You also appear to think the thing out of the question for the small vessels to go in now. I think, however, that a land force would bag the whole party by taking them in the rear. Look at the beach well and see if there is not a good place for landing 2 or 3 miles to the

southward and westward of the town; but I see no chance just yet of the Army making an attack in that quarter, but it is well to be posted ready for the work when it is to be done. There is now no doubt that the *Oreto* got into Havana. How she escaped from the *Cuyler* we know not, but suppose if she had had a fight with her we should have heard of it, as they would certainly have mentioned it in Havana. The *Oneida* and *San Jacinto* are after her. They say now that there is another gunboat of the rebels in the Gulf, the *Retribution*, Captain A. P. Jones. She is a three-masted schooner, not a steamer; 4 guns. As to your note in relation to your prize money, I see no objection to your presenting your claims to the Government; for, as you say, they do not interfere with mine, and if they did I assure you it would make no difference in my feelings toward you. "Mine eye is not evil," because you get your just dues. On the contrary, it will always give me great pleasure to see you rewarded for your exertions. I have already received more than I ever expected by my promotion, and am content so long as they will allow me to retain it with honor.

Very truly your friend and obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding Officer on the Coast of Texas.

February 4, 1863.—We now have certain intelligence of the *290* and *Oreto* being in Kingston, and the latter in the old Bahama Channel, and all of the Wilkes vessels and the *Oneida* and *Cuyler* are after them, so that you need have no apprehension of them down on this coast. We will want you in the *Brooklyn* up here as soon as possible, as I shall have to pass Port Hudson for the purpose of acting against Red River and such other places as the enemy may think of fortifying below Vicksburg. They are hard at work getting ready for attacking the town. They have taken some of their boats and are opening the canal for the boats to get through. The schooner *Retribution* was last seen at St. Thomas, and the gunboats are also in pursuit of her. I trust that we have had a little good luck by the gunboats at Sabine Pass. Last accounts from him he was trying to get at the cotton boats. I have directed the *Janes* to go down to you again and also the *Anderson*. I hope they will be able to get the guns of the *Morning Light*. What a pity the *Tennessee* did not capture that vessel, for they evidently had no men on board when she spoke her that night. But they will try the cotton boats to board our vessels now constantly. If I could only get the *Essex* up the Red River we could break them up in this quarter; but I expect Porter will be down soon, if he is not already. He has 14 gunboats with him, but I must make a move against them also, so that as soon as you arrive we will go at it if I do not before. You will leave the senior officer in command on the coast of Texas until your return. I think there is sufficient force there to keep up the blockade. But if you think not, that is, if there are any preparations that you think would be too strong for the gunboats you would have to leave, don't you come, but send me word, and I will go with what I have.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore BELL.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Hooper, U. S. Navy, commanding U. S. schooner Rachel Seaman.

U. S. FLAGSHIP HARTFORD,
New Orleans, January 30, 1863.

SIR: As soon as the necessary repairs to the *Rachel Seaman* are completed you will return to the coast of Texas and report your vessel to Commodore Bell, or the senior officer on the coast.

You will avail yourself of the first opportunity after your return to endeavor to get the guns from the wreck of the *Morning Light* off Sabine Pass.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant QUINCY A. HOOPER,
Commanding *Rachel Seaman*, Pensacola.

Report of Commodore Hitchcock, U. S. Navy, regarding the movements of suspected vessels off Mobile.

U. S. S. SUSQUEHANNA,
Off Mobile, January 30, 1863.

SIR: On the evening of the 26th instant, about 9 p. m., during a norther, a schooner attempted to run out, was fired at by the *Kennebec* (stationed inshore to the northward and eastward) and returned into the bay. The next morning a steamer (supposed to be the *Matagorda*) was seen on shore about half a mile south of Fort Morgan on the shoal in the Swash Channel marked on the chart 5½ and 6 feet. I went on board the *Kanawha* and took her bearings to see if we could get at her, but concluded that under the present condition of the blockading force it was not best to do so. They lightened her, and on the 29th she returned into port. I have no doubt that the schooner was intended to take our vessels off, so as to enable the steamer to get out.

We very much want more and faster vessels here. We average two vessels under repairs all the time.

I enclose a certificate of active duty performed by Acting Ensign L. S. Fickett, for pay, if you please to order it.

We are very much in want of spyglasses, or glasses of any kind that are good.

Commodore Smith writes me the stack for the *Tennessee* will be finished in ten days.

We will have to return to Pensacola by the last of February (if we hold out so long). The weather has been heavy for a crippled ship like this.

I hope it will be no worse. I do not wish to complain, for things are bad enough without saying so.

Nothing of the *Cuyler* or *Oneida*.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,
Commodore, Commanding Division West Gulf Squadron.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

January 31.—I do not think the *Colorado* can be relied upon as a relief for this ship, and it will not do to leave the gunboats without some larger vessel. You will see by the enclosed letters from Captain Adams that the *Jackson* is broken down, and that Grant's Pass is probably being opened. I have ordered the *Maria A. Wood* to come out of the sound. We have not vessels enough here to keep one on the lookout for her.

Our steam works may require us to go to Pensacola any day. Yesterday our safety pipe burst, and holes open in our boiler daily.

R. B. H.

Report of Commodore Bell, U. S. Navy, regarding attack upon Confederate defenses at Galveston.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 31, 1863.

SIR: On the 29th, the weather appearing to be suitable, I got underway with the gunboats *Sciota*, *Owasco*, and *Katahdin*, to shell the batteries, upon which I observed the rebels to be at work. This vessel stood into 18 feet, 5,000 yards distant, and the gunboats into 15 feet. Although the sea was quite smooth, it was not smooth enough for rifle practice, and our firing was not satisfactory farther than to elucidate the fact that two of their guns threw their shot over and beyond us [and] that a two-gun battery on the southwest of the city is ironclad, with port shutters, which were opened and closed as they fired. It was reported to me two weeks ago that we have heard the clang of railroad iron at night, as if thrown from a wagon at Fort Point, the entrance to the harbor, and as I observed them there setting heavy pieces of timber in the ground, something like a palisade, I infer that they have strengthened the battery there with iron casemates, like the fort referred to, as that is now their most important work.

This morning I can observe a railroad flat or car moving from the city to Fort Point.

We are running out of coal, and there is no coal vessel coming that I am aware of.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, New Orleans.

Report of Commodore Bell, U. S. Navy, explaining the necessity for retaining the vessels on the Texas blockade.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 31, 1863.

SIR: About the time of completing my dispatches to-day the *Itasca* arrived with orders from yourself for me to leave three gunboats here to blockade, and this ship and the other gunboats to join you at New Orleans within ten days.

As you were evidently not apprised at the time of writing that order, of the capture of the *Morning Light* and *Velocity* at Sabine

Pass by the rebels, and of similar enterprises which they have in view along the coast for the purpose of creating blocking difficulties; and that the *Harriet Lane*, assisted by a few river boats, could easily capture or destroy the gunboats; and considering that no part of the force which is now on this coast can be spared from the blockade without subjecting the remaining part to capture and exposing the entire coast to be opened to foreign trade, I deem it to be my duty to hold on to the blockade of this coast with this ship and the gunboats until I shall receive further orders from you.

I believe, admiral, that I am carrying out your own views in making the blockade certain, and that the presence of this ship is necessary.

I consider that gunboats alone can not attack the batteries here in their present state of forwardness with any success.

There is no coal vessel, and we are getting short of fuel.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Lowry, U. S. Navy, commanding U. S. S. Sciota, to proceed on special mission off Aransas and Matagorda.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 31, 1863.

SIR: Proceed in the *Sciota*, under your command, off Aransas and Matagorda, and communicate with the *Arthur* and *Kittatinny*, ascertaining from their captains the number of steamers at each port, and getting such other information as you can.

After remaining down there for two days, you will return to your station off Galveston. The *Itasca* will accompany you.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander R. B. LOWRY,
Commanding U. S. Gunboat Sciota, off Galveston, Tex.

P. S.—Enquire of Captain Lamson if the enemy had at any time made any display of attacking him, and at what time he left the blockade of Matagorda.

Report of Commodore Bell, U. S. Navy, regarding the maintenance of the blockade.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, January 31, 1863.

SIR: I send Midshipman H. T. Grafton in charge of my dispatches by the brigantine *Young America*.

You will please observe, by the printed proclamations which I enclose herewith, that General Magruder makes a great point of his

having temporarily raised the blockade of this port and Sabine Pass; that he also claims to have driven off our force from Lavaca and broken the blockade there; also that Velasco is not blockaded.

You are already in possession of all the facts connected with the restoration of the blockade of this port and Sabine Pass and know how far it is perfect. It is not true that he drove off the force from Lavaca. The schooner *Kittatinny*, blockading that port, appeared off here on the morning of the 23d, bound for Pensacola, and I ordered her back immediately, to resume the blockade there until she shall be relieved. Acting Master [C. W.] Lamson, commanding, informed me that there was only one steamboat in those waters—an old iron boat.

The port of Velasco is 40 miles distant from this and is not blockaded, as the proclamation states, on account of a want of vessels, the *Arthur* being on duty off Aransas.

Lieutenant-Commander Read having reported six steamers to be in preparation at Sabine Pass to attack him, I sent the *Katahdin* to him on the 29th for two or three days. The *New London* and *Cayuga* should sustain the attack of any force which the enemy could send out from Sabine.

The transactions on this coast since the 1st instant make it apparent that sailing vessels alone can not maintain their position off a blockaded port having steamers. They may serve for cruising off the coast after sailing vessels running the blockade, but lying to an anchor off a port only subjects them to capture. Therefore, the blockade of these ports can be made effective by steamers only; in fact, we can make no show without them.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting list of vessels under his command.

No. 37.]

FLAGSHIP HARTFORD,
New Orleans, February 1, 1863.

SIR: I have the honor herewith to enclose a list of the vessels of this squadron for the month ending yesterday, their present stations, etc.

The Department will perceive that I am now deficient of my former force, the *Montgomery*, *Hatteras*, *Westfield*, *Harriet Lane*, *Morning Light*, and schooner *Velocity*, also the *R. R. Cuyler* and *Oneida*, absent in pursuit of rebel cruisers.

This causes me to withdraw five gunboats from the river for the blockade at Galveston and Sabine Pass, and compels me to keep the *Susquehanna* on the blockade, as well as the *Brooklyn*. I hope the Department will supply the deficiencies of vessels in this squadron as soon as possible. All of which is respectfully submitted by

Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Stations of vessels attached to the Western Gulf Blockading Squadron, February 1, 1863.

Name of vessel.	Name of commander.	Station of vessel.
Flagship Hartford	Captain J. S. Palmer	New Orleans.
Steam sloop Pensacola	Commodore H. W. Morris	Do.
Steam sloop Brooklyn	Commodore H. H. Bell	Galveston, Tex.
Steam sloop Susquehanna	Commodore R. B. Hltcheock	Mobile blockade.
Steam sloop Mississippi	Captain M. Smith	South West Pass, Missis- sippi River.
Steam sloop Onelda	Captain S. F. Hazard	Cruising after Oreto.
Sloop Portsmouth	Commander S. Swartwout	Carrollton, La.
Frigate Potomac	Commander A. Gibson	Pensacola Bay.
Steam sloop Richmond	Commander Jas. Alden	Baton Rouge.
Steamer R. R. Cuyler	Commander Geo. F. Emmons	Cruising in search of Oreto.
Storeship Supply	Commander Geo. M. Colvocoresses	Pensacola Bay.
Ironclad Essex	Commander C. H. B. Caldwell	Above Baton Rouge.
Gunboat Kanawha	Commander J. C. Febiger	Mobile blockade.
Gunboat New London	Commander Abner Read	Sabine Pass.
Gunboat Kineo	Lieutenant-Commander G. M. Ransom	Mississippi River.
Gunboat Pembina	Lieutenant-Commander W. G. Temple	Mobile blockade.
Sloop Vincennes	Lieutenant-Commander J. Madigan	Ship Island.
Gunboat Sciota	Lieutenant-Commander R. B. Lowry	Galveston.
Gunboat Cayuga	Lieutenant-Commander D. A. McDermitt	Sabine Pass.
Steamer Clifton	Lieutenant-Commander R. L. Law	Mississippi River.
Gunboat Aroostook	Lieutenant-Commander S. R. Franklin	Mobile blockade.
Gunboat Albatross	Lieutenant-Commander J. E. Hart	Mississippi River.
Gunboat Pocahontas	Lieutenant-Commander W. M. Gamble	Mobile blockade.
Gunboat Kennebec	Lieutenant-Commander John H. Russell	Do.
Gunboat Itasca	Lieutenant-Commander R. F. R. Lewis	Galveston.
Gunboat Katahdin	Lieutenant-Commander P. C. Johnson	Do.
Gunboat Owasco	Lieutenant-Commander H. Wilson	Do.
Gunboat Winona	Lieutenant-Commander A. W. Weaver	Mississippi River.
Gunboat Phola	Lieutenant-Commander J. Stillwell	Mobile blockade.
Steamer J. P. Jackson	Lieutenant-Commander H. A. Adams	Mississippi Sound.
Steamer Estrella	Lieutenant-Commander A. P. Cooke	Brashear City, La.
Steamer Kensington	Aetg. Vol. Lieut. Fred Crocker	Dispatch vessel.
Schooner Rachel Seaman	Aetg. Vol. Lieut. Q. A. Hooper	Pensacola.
Storeship Relief	Aetg. Vol. Lieut. B. D. Manton	Ship Island.
Schooner Henry James	Aetg. Vol. Lieut. L. W. Pennington	New Orleans.
Bark Arthur	Aetg. Vol. Lieut. T. F. Wade	Aransas Pass.
Steamer Kinsman	Aetg. Vol. Lieut. Geo. Wiggin	Brashear City, La.
Steamer Barrataria	Acting Master F. E. Blanchard	Building at New Orleans.
Brig Bohio	Acting Master G. W. Browne	Pensacola Bay.
Schooner John Griffith	Acting Master H. Brown	New Orleans.
Schooner Charlotte	Acting Master E. D. Bruner	East Pass Santa Rosa Is- land.
Schooner Sarah Bruen	Acting Master A. Christian	New Orleans.
Schooner Maria A. Wood	Acting Master S. C. Cruse	Petit Bois Pass.
Steamer Tennessee	Acting Master J. D. Childs	Dispatch vessel.
Bark W. G. Anderson	Acting Master N. D'Oyley	Pensacola Bay, awaiting a crow.
Schooner Oliver H. Lee	Acting Master W. Godfrey	New Orleans.
Steamer Diana	Acting Master E. S. Goodwin	Brashear City, La.
Bark Houghton	Acting Master N. Graham	Pensacola Bay.
Barkentine Horace Beals	Acting Master D. P. Heath	New Orleans.
Storeship Nightingale	Acting Master D. B. Horne	Pensacola Bay.
Storeship Pampero	Acting Master Chas. Huggins	South West Pass, Missis- sippi River.
Steamer Sachem	Acting Master A. Johnson	New Orleans.
Steamer Callhoun	Acting Master M. Jordan	Brashear City, La.
Schooner Kittatunny	Acting Master C. W. Lamson	Pensacola Bay.
Store bark Kuhn	Acting Master R. G. Lee	On her way to Pensacola.
Storeship Fearnot	Acting Master D. S. Murphy	New Orleans.
Sloop Proble	Acting Master W. F. Shankland	Do.
Yacht Corypheus	Acting Master A. T. Spear	Pensacola Bay.
Schooner Sam Houston	Acting Master G. W. Wood	New Orleans.
Brig Sea Foam	Acting Ensign T. H. Baker	Pensacola Bay.
Schooner Orvetta	Acting Ensign E. O. Adams	New Orleans.
		Do.

Report of Commodore Bell, U. S. Navy, commanding off Galveston, regarding the defenses of that place.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, February 1, 1863.

SIR: I received your dispatch of the 26th January by the *Itasca* yesterday, and would state in reply that the defenses and natural

obstacles of Galveston are too strong for the gunboats to overcome them. They have six guns visible at Pelican Spit, six at Fort Point, where they are believed to have iron casemates, a strong casemated battery at Old Hospital, and several smaller batteries at other points, besides their floating defenses.

Under no circumstances, in my opinion, should gunboats drawing from 10 feet to 10 feet 8 inches attempt to enter the harbor without pilots or light-draft boats to assist them in case of grounding.

I am instructed by the same letter of the 26th that if I do not think it safe to make the attack, to leave three gunboats to blockade, etc., and for the *Brooklyn* and the three other gunboats to rejoin you at New Orleans within ten days. At the time when you wrote these instructions I believe you were not aware of the capture of the ship *Morning Light* and the schooner *Velocity* by the rebels at Sabine Pass, and that they threaten to break the blockade of the whole coast in the same manner, and that the *Harriet Lane*, assisted by two or three river boats, would sweep away all the gunboats within a short time, nor could all the gunboats combined prevent the *Harriet Lane* running the blockade.

Three of the gunboats are at Sabine Pass on blockade. The rebels there threaten to attack them with six steamboats (one of them a sea steamer) prepared for the occasion.

Under these circumstances I am constrained to remain in the *Brooklyn* off Galveston, and to keep the gunboats now here on blockade until I shall hear further from you.

I beg to invite your special attention to the harbor chart of Galveston. You will observe that the external shoals extend from 10 to 12 miles, passable everywhere for vessels of 6-foot draft, at several places for 9 feet, and at one for 11 feet, really a more accessible port for small craft than that of Mobile, and requiring as large a force, if the enemy should show equal enterprise in running the blockade.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the reported escape of the steamer Harriet Lane from Galveston Bay.

NAVY DEPARTMENT, February 3, 1863.

SIR: A recent arrival from the Gulf [of Mexico] reports the escape of the *Harriet Lane* from Galveston. This information is certainly annoying to the Department. It is disposed to believe that had proper and timely measures been taken the *Harriet Lane* could have been recaptured or destroyed.

Please furnish the Department with a copy of your orders to Captain Bell to proceed with the force placed under his command to Galveston. The recapture or destruction of the *Harriet Lane* should have been the first object of his attention, and no delay should have occurred, unless unavoidable, in the execution of that object, if possible.

If that vessel has already escaped, or should escape from Galveston, she may succeed in destroying many of our merchantmen and inflict serious injury upon our citizens.

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

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, regarding funds for purchase and hire of vessels.

No. 39.]

FLAGSHIP HARTFORD,
New Orleans, February 3, 1863.

SIR: I have hired a small tugboat—the *Ida*—from Captain S. P. Griffen, of New Orleans, for the use of the fleet, as the Army have not sufficient towboats for their own purposes.

The *Ida* will pay for herself here by the work of towing, and at the end of one month I have the privilege of purchase at \$20,000, but as I am now in debt \$100,000 to the Army for money borrowed, and have not \$2,000 in the fleet, I am in no condition either to hire or purchase vessels.

I truly hope my funds will soon be here, or I shall be compelled to draw on the Department in order to keep the squadron in repair.

Very respectfully, your obedient servant,
 D. G. FARRAGUT,
Rear-Admiral.

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

[Endorsement.]

He can purchase any vessels he requires, but do not buy old vessels or machinery not in good order.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting consular information from Havana regarding the chase of the C. S. steamers Alabama and Florida.

No. 38.]

FLAGSHIP HARTFORD,
New Orleans, February 3, 1863.

SIR: I herewith enclose a letter from Mr. Shufeldt, our consul at Havana, by which you will perceive that the *Cuyler* did not catch the *Oreto*, or *Florida*, but why, we know not. I suppose, however, the rebel had the better speed. It also appears that the *Cuyler* and *Oncida* are still in pursuit of her and the *Alabama*; and also that the *Hatteras* was sunk, and without much loss of life, as the *Alabama* is said to have landed 150 officers and men from that vessel at Kingston, Jamaica, which is, however, a greater number than the *Hatteras's* crew originally numbered.

By the Memphis Appeal—printed at Jackson, Miss.—I see that the army and navy are at work at Vicksburg; have cut the canal

through, captured one of the enemy's steamers, have a large force below the city, and are making every preparation for attacking it from below. I have consulted with General Banks as to a forward movement, but he does not appear to be ready to make anything but a move upon the right bank through Plaquemine, and endeavor to get possession of the Red River through the Atchafalaya, in all of which I can only aid him with the light-draft gunboats which have been turned over to me by the army, and lately were commanded by Lieutenant-Commander T. M. Buchanan. The general desired me to take these boats, as he said he was not desirous of mixing the branches of the services, so that I have taken them.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. CONSULATE-GENERAL,
Havana, January 29, 1863.

SIR: I transmit for your information a copy of a letter received yesterday evening from Cienfuegos:

DEAR SIR: Yours of the 23d instant came to hand last evening and was immediately delivered to Captains Ridgely and Emmons, who are at this moment leaving the harbor.

An English vessel arrived this afternoon from Kingston, Jamaica and reports that the *Alabama* arrived at that port on the afternoon of 20th instant, having on board 150 men of the officers and crew of the unfortunate gunboat *Hatteras*, which she sunk off Galveston. The *Alabama* in the fight received four shots in her hull—one of which made an ugly wound near her sternpost, about 18 inches above the water line, and she was repairing and was to have left in three days.

The *Florida*, having burned the American brig *Estella* off Tortugas, arrived here (Hayana) on the 20th instant, coaled, and sailed 6 a. m. of 22d. At 6 p. m. of same day the *Wachusett*, Admiral Wilkes, came in to port, and the following noon the *Oneida* entered the harbor. In the meanwhile I received the intelligence of the destruction of four more American vessels by the *Florida*, one off Matanzas and three off Cardenas. On the evening of 23d the *Oneida* sailed, having received orders from Admiral Wilkes; 24th, the *Wachusett* sailed, and on the morning of 25th the gunboats *Sonoma* and *Tioga* arrived here and sailed again. The last news of the *Florida* which I have received is to the effect that she was seen off Inagua by the British gunboat *Steady*.

Admiral Wilkes is in pursuit with all of the above-named vessels and the *Santiago de Cuba* and *R. R. Cuyler*, and under orders, transmitted from here, to continue the pursuit on the south side of this island. I am not in receipt of any other intelligence to communicate, and therefore remain at your further disposition, and

Very respectfully your obedient servant,

R. W. SHUFELDT,
Consul-General.

Rear-Admiral D. G. FARRAGUT, U. S. Navy, etc.

P. S.—Later news from Cienfuegos leads me to the belief that the *Santiago de Cuba* and *Cuyler* have gone to Kingston to look out for the *Alabama*.

Extract from letter from Commodore Hitchcock, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding affairs off Mobile.

U. S. S. SUSQUEHANNA,
Off Mobile, February 3, 1863.

MY DEAR JENKINS: * * * You will see by the letters from Adams that the pass into the sound will probably soon be opened. We have no vessels in the sound. I will not keep a schooner there unsupported without a positive order to do so. They are in a bad state at Ship Island. The niggers have the upper hand, and have the poor whites under arrest, so says Captain Febiger, who is just up from there.

Will not the admiral make some arrangement for a vessel to take the place of this one? We may be done up at any moment. It is no fun, but sad reality. I am ready and willing to stay here, but this ship is helpless. Since you left we have had a smart blow from the eastward; the sea distressed us very much; we took in a large amount of water. The ship does not ride well in a heavy sea at anchor. If we have a gale she must be lost. To me it seems very wrong to expose a ship in the condition of this one to an anchorage like this. I do not know that there is any ship to relieve us, but I do know we must go to Pensacola in a short time (if we do not become too much disabled to get there).

* * * * *

Saturday afternoon last a boat was sent over from Fort Morgan to Sand Island. The *Pembina* fired a few shots at it, but not until they had set fire to the buildings near the light-house. They burned until 11 o'clock. The light of a fire soon after the one on Sand Island appeared up at Mobile, and another on the main, over Dauphin Island. The night was dark and dirty. About 11 a sail was made out, which took off two of the gunboats, and proved to be the *Rocky Hill*. Got quiet about 2 a. m., when the *Nassau* came in sight, which kept us alive until daylight. A shot from our stern gun at the *Rocky Hill* broke all the cabin windows, stove the gig, etc. Altogether we had a time of it. * * *

I have not had more than 4 of the gunboats here at one time since you left. They are breaking down faster and faster; 2 are now at Pensacola, *Kanawha* for her IX-inch gun, and *Kennebec* for coals and repairs. *Pocahontas* will have to go the moment one returns. The *Pinola* is waiting for a chance. There is not one but requires some repairs.

* * * * *

Very truly, yours,

R. B. HITCHCOCK.

Extract from letter from the commandant of navy yard, Pensacola, to Captain Jenkins, U. S. Navy, regarding expected attack upon that place.

U. S. NAVY YARD,
Pensacola, February 3, 1863.

MY DEAR CAPTAIN: I have received your several notes.

* * * * *

We are in as great a state of excitement here as you can be. Colonel Dyer, commanding at Pensacola, informs me that he has reliable information that in a few days an attack will be made on Pensacola and the navy yard by a rebel force of 5,000 to 6,000 cavalry and infantry. We have 22 marines, of whom 6 are sick and 8 worthless landsmen, of whom 3 are sick, to defend the yard. I wish I could think this yard as safe from an attack as the admiral does.

* * * * *

Yours, truly,

WM. SMITH.

Captain T. A. JENKINS,
Fleet Captain, U. S. Ship *Hartford*, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Adams, U. S. Navy, referring to expected attack by the enemy upon Ship Island.

FLAGSHIP HARTFORD,
New Orleans, February 4, 1863.

SIR: I regret to learn that your boilers have failed you at this important moment. Your absence will leave Grant's Pass entirely unguarded, and you seem to think that the enemy is coming through there to attack Ship Island or some other point.

* * * * *

I have no officer to send you. There is a great want of them in all the vessels, particularly of masters and master's mates, as they are "broken" almost as fast as they are appointed.

I hope that there is no truth in the report that the enemy is so strong in ironclads. I have never heard of but two. At Selma, the *Baltic*, besides which they also have the *Morgan*, *Gaines*, and *Selma*, gunboats.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Lieutenant-Commander HENRY A. ADAMS, Jr.,
Commanding U. S. S. *J. P. Jackson*, Ship Island.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Hitchcock, U. S. Navy, enjoining vigilance against a probable attack of the enemy upon New Orleans.

FLAGSHIP HARTFORD,
New Orleans, February 4, 1863.

DEAR COMMODORE: The enclosed paper* from Lieutenant-Commander Madigan has impressed me with the idea that the enemy has

* Not found.

his ironclads down from Selma and contemplates an attack on New Orleans through Mississippi Sound and up through the lakes, or up the river. I do not think the latter is very likely, but their successes lately may embolden them to undertake almost anything, so keep a good lookout; have a gunboat so placed as to see them if they get through Grant's Pass.

I see that the *Jackson* has again broken down and is at Ship Island for repairs, and there is no one to watch the enemy in that quarter at which she was stationed.

I send the *Tennessee* with your mails to land some hay and lumber at the navy yard, get her smokestack, and return to this place immediately.

I will send word to General Banks, that the forts may be in order to receive the ironclads, etc., but you must keep a lookout on them and follow them down as far as Ship Island to protect that place in case of attack, leaving sufficient force to blockade the port of Mobile.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Commodore R. B. HITCHCOCK.

Letter from Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Madigan, U. S. Navy, promising assistance in case of attack upon Ship Island.

FLAGSHIP HARTFORD,
New Orleans, February 4, 1863.

SIR: I received your communication this morning, showed it to General Banks, and we will endeavor to protect you if such an attempt be made upon you. Besides the gunboats *Morgan*, *Gaines*, and *Selma*, they can have but 2 ironclads, which have come down from Selma. General Banks will send a regiment to assist at the fort on the island, so that unless they are quick we will be all ready for them. I will send a gunboat, the *Clifton* or *Sachem*, or both, if they can be spared. There never has been over 6 feet water in Grant's Pass, and then it had to be kept open with a dredging machine. All of the enemy's boats draw more water than 8 feet, I think. My impression is that they will try cotton boats filled with men, as at Galveston, to board and carry the *Jackson* or other vessels in that sound.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Lieutenant-Commander JOHN MADIGAN,
Commanding U. S. Naval Forces, Ship Island.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Blanchard, U. S. Navy, commanding U. S. S. Barrataria, for cooperative movement under Major-General Augur, U. S. Army.

FLAGSHIP HARTFORD,
New Orleans, February 5, 1863.

SIR: As soon as your vessel is ready for service you will report to Major-General Augur for the purpose of cooperating with the army. You will be guided by the instructions of the general until you fall in

with the gunboats from Berwick Bay, when you will still continue to act in concert with the army, receiving and obeying, however, the orders of Lieutenant-Commander A. P. Cooke, or the senior naval officer present. In all of this you must act to the best advantage for the general good of the Government.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Acting Master F. E. BLANCHARD,
Commanding U. S. Ironclad Barrataria, New Orleans, La.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Law, U. S. Navy, commanding U. S. S. Clifton, for duty at Ship Island if required.

FLAGSHIP HARTFORD,
Off New Orleans, February 5, 1863.

SIR: You will, upon the receipt of this, proceed directly down to this place and report to me, but without anchoring, as I wish you to proceed round to Mississippi Sound to assist Lieutenant-Commander Adams to guard that sound or render aid to Ship Island, if it should be required.

Very respectfully, etc.,

D. G. FARRAGUT.

Captain LAW,
Clifton.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, regarding cooperative movement in Atchafalaya River.

FLAGSHIP HARTFORD,
Off New Orleans, February 5, 1863.

SIR: I want all of your boats to move up the Atchafalaya as soon as possible. I presume General Weitzel will command the land force going up, and will put on board of your boats as many soldiers as may be required as sharpshooters.

The light-draft vessels will proceed up as high as Butte-à-la-Rose and act in concert with the commanding general.

The *Barrataria* will go into Bayou Plaquemine and give such protection as she can afford to the transports, and I presume you will all meet at or near Butte-à-la-Rose.

Should your efforts be crowned with success against that place, you will endeavor to capture some of the enemy's steamers in the river above, but in all such operations the boats must be guarded against surprise by the enemy's larger boats, as we hope soon to have one of the ironclads to enter Red River and thus take them in the rear. Wishing you every success, I remain,

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. Naval Forces, Berwick Bay.

P. S.—The *Calhoun* had better remain to watch the operations at Brashear City.

D. G. F.

Letter from Rear-Admiral Farragut, U. S. Navy, to Rear-Admiral Wilkes, U. S. Navy, requesting the return of the U. S. steamers Oneida and R. R. Cuyler at the earliest possible time.

FLAGSHIP HARTFORD,
Mississippi River, February 6, 1863.

DEAR ADMIRAL: My squadron is so crippled by the loss of several vessels that I can not spare a single gunboat. As long, however, as the *Oneida* and *R. R. Cuyler* are on the track of either of the enemy's vessels, with a probability of overtaking them, I have no objections to their continuing, but I wish them to return as soon as possible to take their places on the blockade, so as to give me the ships for attacking batteries.

Wishing you all success in your cruising, I remain,
Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Acting Rear-Admiral CHARLES WILKES,
Commanding United States Flying Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, previous to going to Ship Island.

FLAGSHIP HARTFORD,
New Orleans, February 6, 1863.

COMMODORE: I have just received your communication* by the *Owasco*. I have only three coal vessels here. Will send one as soon as possible. Can not send you more force, and must have your ship if I go up the river. I should think the three gunboats could guard the ports of Galveston and Sabine. I have seen all the accounts of the rebels and refugees, and all say there is nothing but cotton boats, light river boats in either of those bays. They captured the *Morning Light* because she was at anchor in a calm and could not move, and came up astern of her; but I think one gunboat out in the open sea would easily destroy those boats. Why did they not attack Read and McDermut? They may attack them in the river, but I do not think they will venture outside. But I have not vessels enough to go up the river, and unless Porter takes Vicksburg I don't know what I will do for vessels. I am now off for Ship Island, as they are threatening to attack that place with the same force, cotton boats, iron-clads, etc., so that I am going round to look at things. I will write you on my return, and get the coal as soon as possible, but you must use your judgment. I can not imagine where they got all the guns you speak of. They have been not only industrious, but where the guns came from is what puzzles me. But you must use your own judgment and not leave if you think they can overpower the gunboats. As to Magruder's proclamation, it is nonsense. The blockade has never been raised from Sabine. I am off for Ship Island. Don't have any other disaster if possible, for they are abusing us

* See p. 592.

enough at home; but I can not do without vessels, and I have not half the number asked for by the different blockades.

I know you will do your duty.

Yours, truly,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding on the Coast of Texas.

Letter from Rear-Admiral Farragut, U. S. Navy, to the consul-general at Havana, urging his need of the U. S. steamers Oneida and R. R. Cuyler.

FLAGSHIP HARTFORD,
Mississippi River, February 6, 1863.

DEAR SIR: I have received your letter of [January 29], and am rejoiced to learn that Wilkes is in pursuit of the *Alabama* and *Florida*. My only prayer is that he may overtake and destroy them. I was greatly disappointed in the *Cuyler* not overtaking the *Oreto*, but it appears that the former is not as fast and the latter is faster than we had supposed. Both the rebels are very heavy vessels for our gunboats to encounter; still I trust we will capture them. If you see Acting Rear-Admiral Wilkes please tell him that my vessels are much needed here; in fact, that I am almost disabled for the want of them. You will oblige me if you will have the enclosed letter delivered to him if you have an opportunity so to do. As long as there is any chance of my vessels catching either of the rebels I do not object to their employment, but as soon as they are off the track I wish them ordered back to me, to report at the South West Pass of the Mississippi.

Since our disaster at Galveston the rebels have become so elated that they will make raids upon us from every port until stopped by some signal defeat. As yet they have been successful. At Charleston, S. C., they are reported to have come out and destroyed with their ironclads two of our vessels, the *Mercedita* and *Quaker City*, and burned a third. I do not know that this is true. It is most extraordinary to me that the Government does not send our ironclads to Charleston, but I suppose that they are not all ready yet.

I hope you will write me by every opportunity to keep me informed of passing events.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

R. W. SHUFELDT, Esq.,
Consul-General, Havana.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, for the release of the schooner West Florida.

NAVY DEPARTMENT, February 6, 1863.

SIR: The Department is informed of the facts in the case of the schooner *West Florida*. She can not be properly detained as a prize, and you will accordingly have her released.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Order of the Secretary of the Navy to Commodore Bell, U. S. Navy, regarding legal claims for share in prizes.

NAVY DEPARTMENT, February 7, 1863.

SIR: In reply to your letter of the 16th January, you are informed that there can be but one commandant of a squadron, as such, entitled to share in prizes. A subdivision of a squadron does not entitle the person in charge of the blockade in any given locality to share in all the prizes taken by vessels under his command. Your claim, therefore, can not be legally allowed.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
Commanding U. S. S. Brooklyn, Western Gulf Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regarding an expected attack by the Confederates upon Ship Island.

FLAGSHIP HARTFORD,
Pilot Town, [La.], [Mississippi River], February 7, 1863.

DEAR COMMODORE: I have received your dispatches by the bark in the hands of Midshipman Grafton, but had received those of the *Owasco* before, on yesterday morning, just as I was getting underway to go out and look at things to the westward. You know how it is. They are all expecting to be attacked, and no doubt Buchanan will make a dash at us soon. It is now said that he is clearing away the obstructions at Grant's Pass to come down and attack Ship Island or the boats in the bay; but I do not believe that their ironclads and gunboats can get through Grant's Pass, for they have always been compelled to use a dredge to keep a 6-foot channel there. Still, things may have altered, or that may be only a blind to deceive the blockade and rush down upon them as they did at Charleston, where they sank the *Quaker City* and *Mercedita*.

I am now detained by the low water on the bar. I have ordered Morris to send you one of the coal vessels. We have but two, and if some do not arrive soon I don't know what we will do. You must husband your coal as much as possible.

There is no doubt that the vessel Lieutenant I. saw was the merchant vessel or the *Kittatinny* or *Arthur*; for the *290* and *Florida* are in the West Indies and six or eight vessels chasing them, besides the *Oneida* and *R. R. Cuyler*. I suppose I will have to dispense with your ship, unless one of those vessels gets back. I would not regard General Magruder's papers. Notify the foreign consuls and agents that you hope they will not regard these fulminations either. It is not usual for a people to declare their blockade raised while the blockading force is in sight. They have been notified that the port is blockaded by the blockading party. The steamer takes the risk and will find out to his cost when he appears off the port.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding U. S. Naval Forces off Galveston.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, commanding naval forces, New Orleans.

FLAGSHIP HARTFORD,
Pilot Town, [La.], February 8, 1863.

DEAR COMMODORE: The water is so low on the bar that we will not be able to get out until to-night. I wish you to get the *Clifton* off for Ship Island as soon as possible. Have the *Owasco* repaired and gotten off to Commodore Bell with all dispatch. Send a coal vessel to Commodore Bell as quickly as possible.

There are 900 tons of coal in the *Pampero* here; 450 XI-inch mortar shells, also 100 VIII-inch, and one box of sheet copper. I tell Captain Huggins to send the copper up to the *Fearnot*. I have just received dispatches from the *Brooklyn*; no news; left before the *Owasco*. Send the bearer, Midshipman Grafton, back in the *Kensington*.

Very respectfully,

D. G. FARRAGUT.

Commodore [HENRY W.] MORRIS,
Commanding Naval Forces, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, referring to the reported whereabouts of the C. S. steamers Alabama and Florida.

FLAGSHIP HARTFORD,
Off Pilot Town, February 9, 1863.

COMMODORE: We are trying to get you off a coal vessel, but as yet have not succeeded, there are so many difficulties in the way. The vessels lie down the river 70 or 80 miles and are unwilling to go, but I shall have to take them by force and take the consequences with it. We must have the coal if it is to be had. I have been lying here three days waiting for sufficient water to cross the bar. I have just received dispatch from General Banks that the *Oreto* is blockaded in Havana and the *Alabama* in Kingston, Jamaica. It may be

the old story, but I know they are close upon their heels with five or six vessels. The Vicksburg canal is looked upon as a success. The last account there was a steamer in it, I suppose working out the dirt. One ironclad below the town and a battery at the mouth of the canal. All Grant's forces said to be there. I hope to get out to-day, and will be back in two or three days at furthest. Wish to look after things at Mobile and Ship Island; also, Pensacola, if I can. Nurse your coal as much as possible; take some out of the *Kensington* if she has any to spare.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL.

Report of Rear-Admiral Farragut, U. S. Navy, making special reference to need of an increased force.

No. 40.]

FLAGSHIP HARTFORD,
New Orleans, February 12, 1863.

SIR: I made an attempt to visit Ship Island, Mobile, and Pensacola stations, but on arriving at the bar we found the water very low. Waited one day and a half and then made the attempt, but got aground, where we remained for another day and a half. Just as I got over, however, I received a telegram from General Banks, saying that he thought it best, in view of the news from Vicksburg, that I should return to this place, which I did, after over a day's work getting back over the bar, and thus abandoned my visit to the blockading squadron.

It pains me much to say that I have the same appeal made to me from all quarters, viz, for more force. The ships are all out of coal, and the enemy threatens to attack us. The *Susquehanna* has kept on the blockade, to my astonishment. I had hoped that the *Colorado* would have been here to relieve her before this. My force in this river is reduced to the fixed force of the *Pensacola* and *Portsmouth* and the *Hartford*, *Richmond*, *Essex*, and three gunboats, viz, *Kineo*, *Albatross*, and *Winona*. This is a very small force to give protection to the river commerce and be ready to pass or attack the batteries on the river.

Commodore H. H. Bell does not think it prudent to leave Galveston without a ship, and Commodore Hitchcock does not think it proper to leave Mobile without a ship, as the enemy have doubtless a much stronger force inside than we have outside. Still, they would not dare come except on a very calm day. The moment that I can withdraw a ship from the river I will do so, as the gunboats will be all-sufficient when Port Hudson and Vicksburg are taken and the other high points on the river occupied to prevent the enemy from fortifying them.

So long, however, as there is a prospect of our blockaders being attacked by ironclads from within they must not be left without at least one ship of heavy battery, and unless some heavier vessels than gunboats are sent out to us I shall have to withdraw my ships from the river, and place it out of my power to do much at Port Hudson when General Banks is ready to move against that place.

The *Oneida* and *R. R. Cuyler* have not yet returned to their stations. Acting Rear-Admiral Bailey informs me that Admiral Wilkes had sent them in chase of the *Alabama* (290) and *Florida* (Oreto).

I am now nearly paralyzed for want of coal. I am afraid some of our coal vessels must have been captured, as I wrote for it some two months ago.

All of which is respectfully submitted by,
Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

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

Report of Rear-Admiral Farragut, U. S. Navy, urging the need of a prize court at New Orleans.

No. 42.]

FLAGSHIP HARTFORD,
New Orleans, February 12, 1863.

SIR: I beg leave to call the attention of the Department once more to the great necessity of a prize court in New Orleans.

As you will perceive by the advertisements of sales at the North, the cargoes of prizes, in a most unaccountable manner, sell for almost nothing, while the same cargoes, if sold in New Orleans, would, with a very moderate degree of honesty, bring five times as much.

I am informed by Judge Peabody that he is still in doubt as to the jurisdiction of his court in prize cases, or as to his authority to authorize the sale of the goods for the benefit of those whom it may concern. I trust that the Government will soon take action on this subject.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, to explain cause of detention of U. S. S. Clifton.

FLAGSHIP HARTFORD,
New Orleans, February 12, 1863.

CAPTAIN: I sent up five days ago for the *Clifton* to go round to the Mississippi Sound, where there is no vessel, the *Jackson* having broken down, and the rebels are said to be removing the barriers so as to make a raid upon Ship Island. The order was sent up by one of your officers, who was going up in the *Iberville*. Why the *Clifton* has not come down I can not imagine. If anything happens to them in consequence of the noncompliance with this order, that officer or someone else will be held responsible for it.

I am told by Commodore Morris that he has sent two orders since to you and Lieutenant-Commander Law to come down immediately,

and yet she comes not. What is the matter? Send her down on the receipt of this.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
U. S. S. Richmond, Baton Rouge.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Spear, U. S. Navy, commanding U. S. schooner Corypheus.

FEBRUARY 11, 1863.

SIR: You will proceed to Ship Island and deliver such dispatches or articles as you may have for that place. You will then go off Mobile and deliver dispatches to Commodore Hitchcock and then to Pensacola with the same view. After delivering all your dispatches to Commodore Smith, then return and go in to Lake Pontchartrain and keep up the police of the lake, examining the papers of all vessels from New Orleans to any point outside of our lines. Seize all vessels that have not proper papers signed by General Banks and the collector of customs and the commanding naval officer at this place, corresponding with the cargo found on board.

Very respectfully,

D. G. FARRAGUT.

Acting Master SPEAR,
Commanding Corypheus.

All vessels are permitted to come to New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, regarding measures of protection.

FLAGSHIP HARTFORD,
New Orleans, February 2, 1863.

COMMODORE: Your communication in relation to the lumber, etc., has been received. You were all right about the lumber; do not permit them to take any away, and if the bark *Ville Franche* should return to this part of the world we will indict her for trespass, etc.

As to the protection of the yard, I consider it just as safe as it would be with 150 marines; that is to say, its safety must depend upon the vessels and not upon the force in the yard. One hundred and fifty marines would be as easily overpowered by the thousand Confederate troops, of which you speak, as your 30. The guns of the *Potomac* and the *Anderson* and *Sam. Houston* sweeping the wall seems to me sufficient to protect the yard from assault, or to destroy the enemy if he got possession and attempted to retain it or make his escape out of it.

It is not only out of my power to give all the force required by the commanders of each place or blockade, but it is equally out of the power of the Government. I can therefore only give what I think enough to perform the work assigned them and trust to them

to do their duty. The guard in the yard is for the protection of the public property under ordinary circumstances, and should retire to the ships when the enemy make a formidable attack on the yard. The ships will afford them security, and can with equal certainty destroy the enemy. I hope you will have no difficulty.

D. G. FARRAGUT.

Commodore SMITH.

Order of the Secretary of the Navy to Captain Goldsborough, U. S. Navy, commanding U. S. S. Colorado.

NAVY DEPARTMENT, *February 13, 1863.*

SIR: Proceed with the U. S. steam frigate *Colorado* to the Gulf of Mexico and report to Rear-Admiral Farragut for duty. Touch at Key West, and from that place proceed off Mobile.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Captain J. R. GOLDSBOROUGH,
Commanding U. S. Steam Frigate Colorado, New York.

Report of Major-General Banks, U. S. Army, commanding Department of the Gulf, regarding military operations.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La., February 12, 1863.

GENERAL: Upon the enclosed map* I have marked the military operations upon which the forces under my command are engaged. The chief movement is by the Bayou Plaquemine and the Atchafalaya to the Red River and the Mississippi.

* * * * *

This enterprise is intrusted to General Emory, who has already commenced the movement. * * * About 3,000 men will be engaged in this service, the full strength that can be conveyed on our transports with two gunboats and several armed launches. At the same time General Weitzel is moving on the Bayou Teche to intercept the rebel force at Franklin and capture, if possible, the rebel steamers which are at that point. About 4,000 men are engaged in this expedition.

* * * Admiral Farragut will attack the works on the river, and will probably run the batteries with one or more vessels, placing us in communication with forces above.

We have a report to-day from Baton Rouge that one of our gunboats had run below Vicksburg as far as Red River, capturing three of the enemy's supply vessels.

* * * * *

The naval and water transportation here is lamentably deficient; this should be supplied without delay. We require constant communication with Pensacola, Ship Island, Galveston, and the Rio Grande by blockading ships or transports. The naval force is very weak for this service, and should be strengthened at once. The

* Not found.

number of vessels that can be employed in transport service is very small—wholly insufficient when the demands of the river are considered in addition to those of the coast, and embarrasses all our movements.

Much solicitude has been felt in regard to the safety of Ship Island. It is reported to us from Mobile that several ironclads are ready to go out, and that an attack may be expected. There are but two naval vessels there, both sailing ships. The place can not be defended, except as a naval post. I have done what I could to mount the guns, and hope it may be safe. * * *

I have the honor to be, with much respect, your obedient servant,
N. P. BANKS,
Major-General, Commanding.

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

Report of Brigadier-General Weitzel, U. S. Army, regarding operations in the Atchafalaya River.

DEPT. OF THE GULF, HDQRS. SECOND BRIG., FIRST DIV.,
Camp Stevens, La., February 13, 1863.

GENERAL: In accordance with your instructions of yesterday I proceeded to Brashear City last night. I found the *Diana* gone, under your order, and at once ordered the *Kinsman*, with Lieutenant [Frank W.] Loring on board, to overhaul the *Diana*, and both to make a reconnoissance of Butte-à-la-Rose together. I have full and, I think, perfectly accurate information of the landing at Indian Bend. A steamer drawing 6 feet can get no closer than 3 miles from the shore. The *Kinsman*, drawing 4 feet, can get within a mile.

* * * * *

The gunboats which attack in front must have a force on shore to clear out rifle pits and to assist in removing the two very serious obstructions in the channel of the Teche or they can not get within range of the enemy at all.

* * * * *

I am, general, very respectfully, your obedient servant,
G. WEITZEL,
Brigadier-General, U. S. Volunteers, Commanding Brigade.

Major-General C. C. AUGUR,
Commanding Division.

P. S.—I have ordered an expedition to-night to capture, if possible, some of the enemy's pickets, and through them, if possible, get information.

[Telegram.]

LA FOUROHE, LA., ———, —.

Sir: The following dispatch has been received:

BRASHEAR CITY, LA., February 13, 1863—10 p. m.

Brigadier-General WEITZEL:

The *Kinsman* has returned, having communicated with the *Diana*. The *Diana* captured one of Fuller's negroes, who says there are three guns in Butte-à-la-Rose, commanded by

Burbank, late of the *Cotton*, and manned by the *Cotton's* crew, supported by four or five companies of infantry. Captain Wiggin says all the points on the lake are strongly picketed, and at Indian Bend there are three 24-pounders in position. I propose starting at 8 o'clock in the morning to examine Indian Bend. Captain Wiggin's information is from contrabands near Indian Bend, who left there yesterday.

A. P. COOKE,
Lieutenant-Commander.

Major-General AUGUR.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, to assume command of the Mobile blockade.

FLAGSHIP HARTFORD,
New Orleans, February 13, 1863.

SIR: You will proceed without delay off Mobile with the vessel under your command and relieve Commodore R. B. Hitchcock in the command of the blockade of that port.*

Recent intelligence received from deserters induces me to believe that the enemy have two ironclads and four or five gunboats which are protected with iron.

The commander of the *Jackson* was of the opinion when he left the vicinity of Grant's Pass that they were endeavoring to clear away the obstructions, so as to get into the [Mississippi] Sound and make a raid upon Ship Island, where we are preparing to receive them. I sent an order for the *Clifton* to proceed to Ship Island and take the *Jackson's* station in the sound, and I will send the *Sachem* as soon as she is repaired, perhaps a week hence. My own impression, however, is that Admiral Buchanan will take advantage of the first very calm, dark night to attack the blockaders, and is making a feint on Grant's Pass to distract our forces. You will therefore keep a good lookout for both attacks, lead him off (if he comes outside) as far as possible, and I think the ironclads will find it difficult to get back. I would have a few 15 and 20 pound cylinders prepared for the solid shot to use on them, as they are said to be of 4-inch iron.

Wishing you every success, I remain,
Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander JAMES ALDEN,
Commanding U. S. S. Richmond.

Instructions from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding cases requiring official investigation.

NAVY DEPARTMENT, *February 14, 1863.*

SIR: Referring to your several dispatches respecting the disaster at Galveston, you are informed that it is the desire of the Department that the conduct of the surviving officers should be investigated by a court-martial.

* See revocation of this order, February 20, 1863.

The officer mentioned in your No. 32 who corroborated the enemy's exaggerated statement of the losses on board the *Harriet Lane* should also be tried by court-martial, as well as Acting Master Hannum, should he be released and again come under your command.

The loss of the vessels at Sabine Pass requires investigation, should the officers and crew be released and rejoin you, and the culpable officers, if they deserve, should be court-martialed.

You speak in your No. 16 of bringing Captain Hazard before a court. His case should be investigated by a court of enquiry, and if the facts warrant it he should be sent home for the further action of the Department.

The escape of the *Oreto* appears to be a matter deserving official enquiry.

The *Monongahela* left Hampton Roads on the 3d instant for your squadron. Captain McKinstry's orders are to proceed to New Orleans, touching at Key West or Havana.

The *Lackawanna* also sailed from Hampton Roads on the 7th instant for your squadron. Captain Marchand's orders are to proceed to the Gulf and report to you, touching at Key West.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, referring to the Mobile blockade and possible attack upon Ship Island.

FLAGSHIP HARTFORD,
New Orleans, February 15, 1863.

DEAR CAPTAIN: I find that while I was worried to death about the *Clifton* she had run down past the city and the first news I heard of her she was at Ship Island, and as that was the place I wanted her I forgive all the delinquencies which may not have occurred in conveying the orders to her. But you will have to go and take the place of Hitchcock, whose vessel is entirely broken down, and he has now been on the blockade some six weeks and is afraid to leave the station, although he is in the most helpless condition. You must therefore get round there as soon as possible. It is the only place I have any fear of an attack, and we must have a vessel there ready to meet the force of Buchanan. They will not, in my opinion, attempt to come out of Grant's Pass and attack Ship Island, and if they do Madigan says he is ready for them. The *Clifton* and *Jackson* ought to be able to keep them in check in the sound. The moment the *Colorado* arrives I will order you back into the river, unless Porter succeeds in getting down by the reduction of Vicksburg; then I think all the other places will fall, but I am now urging the general to make a demonstration upon [Port] Hudson, and I was in hopes to do it before you left, but now I find that I can not postpone the relief of Commodore Hitchcock any longer, as the demoralizing effect would be too great if any disaster was to happen at Mobile.

I am glad to hear that the vessels were not sunk off Charleston, but are all safe in Port Royal. There is no end to the demoralizing

influence of our disaster at Galveston upon the Navy and the emboldenment of the enemy. We must wipe it out by a perfect smash.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
Commanding U. S. S. *Richmond*.

Report of Commodore Bell, U. S. Navy, giving information received from refugees from Galveston regarding the steamer Harriet Lane.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, February 15, 1863.

SIR: Two German refugees escaped from Galveston to the blockading vessels on the 6th instant. They informed me that the rebels availed themselves of the high rise of water in the bay on the 18th January to tow the steamer *Harriet Lane* up to Harrisburg; that they could not work her machinery. They did not know this of their own observation, but from hearsay, as they lay concealed in a house ever since 1st January.

I think it very probable, as their story agrees in part with what we have heard about her machinery. In that case, we are entirely deceived as to the vessel seen above the city, and which we have taken for the *Harriet Lane*.

These men say the ram *Bayou City*, which we see daily, was clad at Houston. They have seen her. Her hull is covered (forward) with iron and the deck barricaded with cotton.

We observe three or four other boats barricaded in the same manner, but she is believed to be the only ram they have at present. They may intend to transform the *Harriet Lane* into a ram; otherwise I can not account for her removal from the bay.

The *Sciota* and *Itasca* returned from Aransas and Lavaca on the 6th instant, having seen the *Arthur* and *Kittatinny*. At Velasco they exchanged shots with a battery of three guns, where they observed about 400 troops.

I have heard nothing from Sabine Pass since Lieutenant-Commander Read's letter of the 30th January.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

General order of Rear-Admiral Farragut, U. S. Navy.

GENERAL ORDERS, }
No. 1. }

FLAGSHIP HARTFORD,
New Orleans, February 16, 1863.

Hereafter no officer will be permitted to remain out of his ship after 12 o'clock (midnight) except with the special permission of his commanding officer.

No officer whatever will absent himself from his vessel beyond twenty-four hours without special permission from the admiral or senior officer present.

All officers of the Navy in New Orleans not attached to vessels off the city will report themselves daily, at 10 a. m., to the admiral or senior officer present.

This general order will be strictly enforced, and all infringements thereof will be punished with the greatest severity.

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, to leave the blockade of Galveston in charge of senior officer.

FLAGSHIP HARTFORD,
Off New Orleans, February 16, 1863.

SIR: You will, on the receipt of this order, make your arrangements for leaving the blockade of Galveston under the charge of the senior officer, with at least three gunboats, unless you are satisfied that the arrangements made by the enemy are of sufficient magnitude to require a larger force to resist an attack from within. In such case you will withdraw the vessels from Sabine Pass, or one of them, with orders for the other to cruise farther off land, so as to prevent an attack by the river boats. I can hardly suppose that four gunboats would not be able to encounter successfully any force the rebels can send out of Galveston.

I hope to have the *Owasco* down to join in the blockade before you leave, but do not wait for her unless there is some absolute necessity for your doing so.

Very respectfully, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding Texan Blockade.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Smith, U. S. Navy, commanding U. S. S. Mississippi, to proceed to Baton Rouge.

FLAGSHIP HARTFORD,
New Orleans, February 16, 1863.

SIR: As soon as your ship is ready for sea you will proceed to Baton Rouge, taking in tow one of the mortar vessels. On your arrival there you will relieve Commander James Alden of the command of the forces at that place and deliver to him the orders herewith forwarded.

Very respectfully, etc.,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Captain M. SMITH,
Commanding U. S. S. Mississippi.

Instructions from the British commander in chief in the West Indies to his commanding officers regarding the legal status of the Federal blockade.

Circular.]

H. B. M. S. NILE,
Bermuda, February 16, 1863.

SIR: The recent shipment of treasure from the blockaded port of Mobile by her Majesty's ship *Vesuvius*, on the ground that it was certified by her Majesty's consul to be bona fide British property, having convinced me that an erroneous impression as to the legal effect of a properly constituted blockade too generally prevails, I deem it right to point out to the officers in command of ships under my orders that even communication by neutral ships of war with a blockaded port is permissive only, and to be regarded as a relaxation of the more rigid rule of war which formerly obtained, and which would probably be again reverted to in a great maritime war; and further, that ships of war so communicating are not invested with a shadow of right to embark any property with the object of passing the blockade. The captains of her Majesty's ships under my orders are therefore, unless at the requisition of her Majesty's minister at Washington, or with the written permission of the officer commanding the blockading squadron, which they are, however, on no account to seek or ask for themselves, to refuse to receive for the above purpose any specie or other goods, whether bona fide British or not, except the official dispatches of British and French consuls, and those of such consular officers of other powers in amity with the United States as are sent out in their official capacity, and paid by their respective governments, and who are not engaged in trade.

I am, sir, your obedient servant,

ALEX. MILNE,
Vice-Admiral and Commander in Chief.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, urging the retaking of Galveston.

FLAGSHIP HARTFORD,
New Orleans, February 17, 1863.

DEAR COMMODORE: I have sent you orders to come up by the *Union*, but left it to your discretion as to the force. It seems to me that three gunboats should be able to blockade the *Harriet Lane* and the port. The thing that gives me the greatest trouble is how to recapture the place. What is the force in the shape of guns and soldiers, and how are they placed?

I will send the *Owasco* down in a few days, and then you can place four off Galveston and two off Sabine. I only wish I had more.

I have only three in the river and they [are] all lame. Mrs. F. said she was going to see Mrs. Bell so soon as the weather cleared a little. If you could only retake Galveston it would gain your spurs. I am exercised to the fullest extent of my power. Alden is going out to relieve Hitchcock, who is in a most disabled state. There is nothing particular from Porter and Grant. Ellet is keeping the river clear below Vicksburg to Port Hudson.

Yours, truly,

D. G. FARRAGUT.

Commodore H. H. BELL, U. S. Navy.

Extract from report of Major-General Banks, U. S. Army, regarding military operations.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La., February 16, 1863.

SIR: Since my dispatch of the 12th instant, sent by the *Cromwell*, the general plan of operations therein indicated has been followed out, slowly, indeed, but with as much rapidity as the natural obstacles have permitted.

* * * * *

A reconnoissance made from Berwick Bay by the gunboat *Diana* develops the fact that all the routes from Indian Village to Lake Chicot, [La.], are blocked by drift for a distance of 5 miles. The gunboats could not pass the first accumulation.

* * * * *

Very respectfully, your most obedient servant,

N. P. BANKS,

Major-General, Commanding.

Major-General HALLECK,

General in Chief, Washington, D. C.

Report of Lieutenant Watson, U. S. Navy, regarding the impassibility for transports of Bayou Sorrel and Upper Grand River on account of driftwood.

PLAQUEMINE, LA., February 17, 1863.

SIR: In obedience to your orders I proceeded on the morning of the 16th instant, with the *Hartford's* launch, armed with one heavy 12-pounder boat howitzer, and the ironclad gunboat *Barrataria*, down Bayou Plaquemine, for the purpose of ascertaining the practicability of transporting troops through Bayou Sorrel and Lake Chicot. About 12 miles below Indian Village, in Bayou Sorrel, I found a raft of driftwood one-fourth of a mile in length. A short distance below this I found another raft of driftwood 1½ miles in length, and learned through well-disposed citizens of several miles of other driftwood, and that the portion of Lake Chicot called the bay is filled up with the accumulated drift of two seasons. I therefore report to you that it is not, in my opinion, practicable to transport troops through Lake Chicot and Bayou Sorrel. I would also most respectfully state that in my opinion the transportation of troops through Upper Grand River is, for similar reasons, impracticable. In my opinion the only way of rendering this bayou navigable for transports is by removing the driftwood, which work should commence in that part of Lake Chicot called the bay.

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

JOHN C. WATSON,

Lieutenant, U. S. Navy,

Commanding Naval part of the Expedition.

Brigadier-General EMORY, U. S. Army.

[Telegram.]

LA FOURCHE, LA.

The following dispatch has just been received:

BRASHEAR CITY, LA., February 17, 1863.

The *Diana* and *Kinsman* approached within a mile of the fort at Butte-à-la-Rose on either side of Cow Island. I attempted to get the *Diana* within sight of the fort, but Captain Goodwin refused. The *Kinsman* went the northern passage; drove in 5 pickets, and was stopped by sharpshooters. Information from the inhabitants apparently confirms information before received that the force at Butte-à-la-Rose does not exceed six companies and four pieces of artillery. A thorough reconnoissance was made of the route to Indian Village. After pushing through one drift, we found two others extending as far as one could see. It was impossible to penetrate them. Communication with General Emory is therefore effectually blocked. The water is everywhere rising, flooding what little land there is.

Most respectfully,

FRANK W. LORING,
*Aid-de-Camp.*G. WEITZEL,
Brigadier-General, U. S. Volunteers.

Major-General C. C. AUGUR.

Report of Rear-Admiral Farragut, U. S. Navy, denying the report of the escape of the steamer Harriet Lane from Galveston Bay.

No. 48.]

FLAGSHIP HARTFORD,
New Orleans, February 17, 1863.

SIR: In reply to your dispatch of 3d instant, relative to the reported escape of the *Harriet Lane* from Galveston, I have to reply that the *Harriet Lane* was in Galveston Bay at the last accounts from that quarter, and it is supposed that her battery was landed for the forts.

I herewith forward a copy of my orders* to Commodore H. H. Bell, who was off Galveston Bar in the *Brooklyn* as soon as it was possible for his ship to reach there. He sailed from here in a few hours after we received the news, but as you will perceive from the letter of Commodore Bell he did not consider the boats he had of the right kind, without the assistance of lighter draft vessels to assist them, and every day has given the enemy immense increase of power to resist. The *Clifton* and *Sachem* were so disabled by the sea, and the latter by shooting away her propeller, that I was unable to give him any other vessels than those I did.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral.*Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, responding to a request for an increased number of regular officers.

NAVY DEPARTMENT, February 18, 1863.

SIR: Your letter of the 28th ultimo, in relation to the equipment and manning of our vessels of war and the want of officers in the squadron under your command, has been received.

* See p. 506.

In reference to this last subject you state that was the case recently in the affair of the *Harriet Lane*. It is stated that she was surrendered by a master's mate, and perhaps the same was the case of the *Hatteras*."

You were probably not aware that there were three acting masters on board of the *Harriet Lane* at the time of her surrender. Two acting masters who had resigned their appointments were detached from the *Hatteras* and permitted to return home previous to her sailing for Galveston. An acting master and ensign were on board of her at the time of her surrender.

The Department regrets that the inadequate means at its disposal does not admit of the supply of a full complement of well-trained officers to every vessel of the Navy, the importance of which can not be overestimated.

Volunteer officers will be sent you as heretofore whenever asked for, or whenever the quarterly returns indicate that they are needed. These returns are not made regularly by the commanders of the vessels of your squadron; from many of them none have been received.

The Department desires that, except in command, regular officers be not retained on board of storeships.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blckdg. Squadron, New Orleans, La.

Letter from Commodore Bell, U. S. Navy, to the French consular agent, acknowledging official correspondence.

[Enclosure.]

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, February 18, 1863.

SIR: I had the honor to-day of receiving your note of the 8th February, informing me of your intended departure from Texas, and that the duties of your offices as consular agent of France and of vice-consul of Spain will be performed during your absence by Mr. Charles Haas, of Houston, for France, and by Mr. Émile Simmler for Spain.

I will do myself the pleasure to forward by the first opportunity your official correspondence intrusted to my care to-day.

Wishing you health and happiness, I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Commanding U. S. Forces, Coast of Texas.

Monsieur B. THIÉRON,
*Consular Agent of France and Vice-Consul of Spain,
Galveston, Tex.*

Letter from Commodore Bell, U. S. Navy, to Colonel Debray, C. S. Army, regarding communication between officers of foreign ships of war with their consuls.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, February 18, 1863.

SIR: I will cheerfully communicate to the commanding officers of foreign ships of war appearing off this port, and wishing to communi-

cate with their consuls, the forms to be observed by boats communicating by flag of truce, which were agreed upon by Colonel Cook and myself.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Commanding U. S. Forces, Coast of Texas.

Colonel X. B. DEBRAY, C. S. Army,

Commanding Confederate Forces, Galveston, Tex.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regretting his inability to send vessels.

FLAGSHIP HARTFORD,

New Orleans, February 19, 1863.

DEAR COMMODORE: Your dispatches by the *Itasca* have this moment been received. Just as the *Union* was about to sail [I had] to stop her to send you oil and provisions by her; the coal is on its way—two vessels. I send you 500 gallons of oil and \$2,000 apiece for the gunboats.

I regret that it is out of my power to send vessels to relieve the gunboats, but they will have to do the best they can, and I will do likewise and relieve them just as fast as I can. I never get one near me that she can be gotten away in less than two or three weeks. I am as incessant in my appeals to the Department as you are to me; but I suppose they have nothing to send me. We can only do the best we can. I am anxious to know if the guns of the *Morning Light* were saved and are coming up in coal vessel; and I would like to know if the *Harriet Lane* is positively in the harbor. I have so represented it to the Department.

Very truly, yours,

D. G. FARRAGUT,

Rear-Admiral.

Commodore H. H. BELL,

Commanding on the Coast of Texas.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, to remain at Baton Rouge.

U. S. FLAGSHIP HARTFORD,

New Orleans, February 20, 1863.

SIR: Your order to leave Baton Rouge sent to you by the *Mississippi* is revoked. You will remain where you are for the present.

Respectfully,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Captain JAMES ALDEN, U. S. Navy,

Commanding U. S. S. Richmond, Baton Rouge.

Report of Colonel Paine, U. S. Army, regarding expedition to Grosse Tête for the purpose of clearing obstructions for steamboat navigation.

HEADQUARTERS SECOND BRIGADE, EMORY'S DIVISION,
Indian Village, La., February 20, 1863.

CAPTAIN: In obedience to the order of the brigadier-general commanding division, issued on the 18th instant, I made arrangements on that day for an expedition to Rosedale, [La. ?], on the next, but before midnight of the 18th a citizen arrived from Port Hudson via False River [Fausse Rivière] (old bed) and Rosedale who satisfied me that the enemy evacuated Rosedale on the morning of the 17th instant and marched up to Grosse Tête, but whether to Port Hudson via False River or to the Atchafalaya he was uncertain, because the two routes are identical as far as the confluence of the Grosse Tête and Fordoche. I then decided to clear Grosse Tête of all obstructions to steamboat navigation, and requested Colonel Gooding and Lieutenant Watson to send with me the 291, the *Bee*, and two of the launches, so that I might take up, besides infantry, 20 artillerymen mounted as cavalry, and during the night, from Rosedale as a base, send a small party to gallop to False River and back; another to the Atchafalaya; also a party on hand cars to examine the railway toward Baton Rouge, and still another to seize locomotives and cars on the railroad near Maringouin, and take them, with a part of the troops to the river if practicable.

My communication to Colonel Gooding and Lieutenant Watson (who were at Plaquemine), requesting the use of the boats, was met by your telegram ordering away the brigade. Having nothing but small boats, I could only hope to accomplish a part of my purpose. I immediately set out with 80 men, and before sunset cleared the obstructions from Grosse Tête, so as to make it navigable for gunboats or steamboats. * * *

It would have been very gratifying to me to be able to send the scouts to False River and Atchafalaya. We marched back to our boats and embarked, arriving at Indian Village before morning.

Most respectfully, your obedient servant,

HALBERT E. PAINE,
Commanding Brigade.

Captain R. O. IVES,
Assistant Adjutant-General.

[Endorsement.]

HEADQUARTERS THIRD DIVISION,
Carrollton, La., February 21, 1863.

Respectfully referred to Major-General Banks. Colonel Gooding in withdrawing the gunboat and launches, mistook my order, which was telegraphed from your headquarters, and which directed not to interfere with this movement of Colonel Paine. Yesterday as soon as I learned Colonel Gooding's mistake, I sent back the launches under Lieutenant Watson, of the Navy, and telegraphed to Colonel Paine that if he desired it I would also send back the *Barrataria*.

I think you should see this at once. It may, in connection with other information you may possess, suggest a new disposition of Paine's brigade. His transports will reach him to-day, and I shall

telegraph him to wait further orders at Plaquemine. This will give you time to deliberate without essentially delaying the original movement.

W. H. EMORY,
Brigadier-General.

Report of Rear-Admiral Farragut, U. S. Navy, regarding changes in assignment of officers.

No. 49.]

FLAGSHIP HARTFORD,
New Orleans, February 21, 1863.

SIR: I have made the following changes, in a view to carrying out your order of [February 3], in relation to Lieutenant-Commanders R. L. Law and Henry Wilson:

Lieutenant-Commander R. L. Law to command *Kensington*.

Lieutenant-Commander H. Wilson to command *Panpero*.

Lieutenant-Commander J. Madigan to command *Owasco*.

Lieutenant-Commander H. A. Adams to command *Vincennes*.

Acting Volunteer Lieutenant Fred. Crocker to command *Clifton*.

Acting Volunteer Lieutenant F. S. Hill to command *W. G. Anderson*.

Acting Master N. D'Oyley to command *J. P. Jackson*.

The volunteer officers whom I have ordered can lack nothing but experience in the organization of a vessel of war.

I have deemed it my duty to make a change in the orders of Department, presuming that they are not aware of the great importance of having an officer in command of the *Vincennes* who is well acquainted with military management, so as to prepare for the defense of Ship Island. Everything will depend upon the *Vincennes*' commander, in case of an attack upon that place. Lieutenant-Commander Madigan was well qualified for the service. When it was reported that an attack was contemplated, he went to work with great energy, and in a short time reported to me that he had assisted the army to prepare for an attack, and he now felt that they could successfully defend the place, and they were ready to do their whole duty when the emergency came. Lieutenant-Commander Henry A. Adams, who relieves Lieutenant-Commander Madigan, is a young man, but I think him fully competent for the trust. He has had much experience and knows his duty well, and I hope his appointment will meet the approval of the Department.

I have ordered Lieutenant-Commander Madigan to the *Owasco*, instead of the *Katahdin*, because the *Owasco* is here, while the *Katahdin* is, and has been for some time, at Galveston, under command of Lieutenant-Commander P. C. Johnson.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Farragut, U. S. Navy, relative to various vessels of the squadron.

No. 50.]

FLAGSHIP HARTFORD,
New Orleans, February 21, 1863.

SIR: I have to report the arrival of the U. S. steam sloops *Monongahela* and *Lackawanna*; the former is now here coaling and repairing her engines. The latter I ordered by telegraph to proceed to Mobile Bar, for which place she sailed yesterday at 3 p. m.

Acting Rear-Admiral Wilkes has detained the *Oneida* and *R. R. Cuyler* in the West Indies. I have sent them an order to return.

Lieutenant-Commander H. C. Blake, from all I can learn, did his duty well in the *Hatteras*, and as she was well officered and had a fine crew, I believe she would have carried the *Alabama* if she could have boarded her, and I hope Lieutenant-Commander Blake's conduct will meet the approbation of the Department, for although we can not always command victory, still we have a right to expect our officers to do their duty.

I fear the loss of the *Oreto* was owing to the *Oneida* not giving chase. The two vessels would have felt secure together. As it was, I fear that the *Cuyler's* engineers did not do their duty, as Commander Emmons evidently had some difficulty with some of them, which I will investigate as soon as the *Cuyler* returns.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Loss of the U. S. S. Colonel Kinsman, February 23, 1863.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting additional information.

FLAGSHIP HARTFORD,
New Orleans, February 26, 1863.

SIR: I regret to have to report the loss of the gunboat *Colonel Kinsman*, which struck a snag in Berwick Bay, and although run ashore, slid off and sank in 50 feet of water at or near Brashear City. I herewith enclose the reports of Lieutenant-Commander A. P. Cooke and Acting Volunteer Lieutenant George Wiggin.

The *Colonel Kinsman* was one of the boats fitted out by General Butler for river service, with her boilers and machinery protected by iron.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Cooke, U. S. Navy, commanding U. S. S. *Estrella*, transmitting report of commanding officer.

U. S. GUNBOAT ESTRELLA,
Brashear City, February 24, 1863.

SIR: I herewith enclose Captain Wiggin's report in reference to the loss of the steamer *Kinsman*. I have temporarily detailed some of her men to fill vacancies in the other vessels, as also her two master's mates, one to the *Calhoun* and the other to the *Estrella*.

I await your orders in reference to the disposition to be made of her crew, and would request to be permitted to make up deficiencies in the other vessels from her officers and men. Captain Wiggin will examine the wreck to-morrow and see whether it will be possible to recover anything.

Very respectfully, your obedient servant,

A. P. COOKE,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Flagship Hartford.

Report of Acting Volunteer Lieutenant Wiggin, U. S. Navy, commanding U. S. S. *Colonel Kinsman*.

BERWICK BAY, *February 24, 1863.*

SIR: I herewith submit to you my report about the loss of the U. S. S. *Kinsman*, under my command.

I received last night a detachment of the One hundred and fourteenth New York Volunteers on board, to accompany me on picket duty, and started for the fort at about 9:30 p. m. When within 100 yards of the fort, about 60 feet from shore, the engines being stopped, the steamer struck a snag, apparently floating, on her starboard bow, about 15 feet from the stem. The snag then passed on and struck the starboard wheel very heavily. We went ahead as usual, and made fast to shore, when it was reported to me by the watch below that the vessel was filling. I went below immediately and examined the leak; found the water rushing in very rapidly, the floor being covered some 6 inches in depth. I then ordered the engineer to start the bilge pumps and get up the greatest amount of steam that could be carried with safety. I had the line cut, backed out, and steamed down the bay for the flat below the wharf, in order to save my men and battery, if the water should rise too fast. When opposite the wharf the water was reported to be rising very fast, and I hailed the steamers *Diana*, *Estrella*, and *Calhoun*, requesting boats and men to be sent to our assistance.

In the meantime I had organized my crew into pumping and bailing parties, and they were all steadily at work. Heading inshore, we ran aground with a full head of steam, thereby raising her bows about 2 feet out of water. The carpenter and his gang tried in vain to stop the leak. I ordered the powder kegs and magazine to be brought on deck in order to keep them dry. Then I let go my anchors and ran a line from her quarter to the shore, at the same time sending troops on shore. In a few minutes afterwards her stern began to settle, causing her to slide down the steep bank, where she finally

sank, and at twenty minutes past midnight every vestige of her had disappeared.

The officers and crew were picked up by the boats of the *Estrella*, *Calhoun*, and *Diana*, neither officers nor men having the least chance to save any of their effects. I am sorry that I have to report the following of my men missing:

John Berry, ship's cook; Patk. McGoun, fireman; John Kirby, fireman; Isaac Deer, coal heaver, colored; William Parker, coal heaver, colored.

I also enclose the surgeon's report to me. Early this morning I went in a small boat to examine the bayou and recover what property I might, and succeeded in picking up 6 barrels of powder, with a few pieces of sailor's clothing and bedding.

Very respectfully, your obedient servant,

GEORGE WIGGIN,
Acting Volunteer Lieutenant, U. S. Navy.

Lieutenant-Commander A. P. COOKE,
U. S. S. Estrella.

Report of Assistant Oltmanns, U. S. Coast Survey.

BERWICK BAY, *February 24, 1863.*

SIR: According to your request, I herewith give to you the details of the loss of the gunboat *Kinsman* last night, as far as they came under my personal observation:

Between 7 and 8 o'clock p. m. a detail of the One hundred and fourteenth New York Volunteers came on board the steamer to accompany us on picket during the night. The soldiers were stationed on the quarter and hurricane decks. At about 9:30 p. m. the steamer started up the river under, as far as I could learn, about 50 pounds of steam. When nearly up to our station, 1½ miles from this place, just below the fort and about 20 yards from shore, while sitting in Captain Wiggin's cabin, I felt a log or snag striking the steamer on her starboard side, forward of the wheelhouse, and immediately afterwards I heard and felt the wheel striking very hard against this log. Going forward, I heard it reported that the vessel was fast filling. Captain Wiggin gave his orders very coolly and deliberately, no idea of danger entering our minds. Upon his request I went forward and found from 7 to 8 inches of water in the hold. The steam pumps had been started before this time, and all hands not engaged elsewhere were bailing the vessel with buckets. At this time, about fifteen minutes after the vessel struck, it was reported two or three times that we were gaining on the water. Captain Wiggin then turned the steamer, and we started back down the river, under the greatest possible pressure of steam, in order to reach the flat below the wharves here, run the steamer ashore, and thus save the lives of all our crew, and also the heavy guns on board. The magazine was ordered to be opened and the powder to be put on deck, if the water should rise to it. When we passed the wharves the water was reported to gain fast and the vessel sinking. Captain Wiggin hailed the *Calhoun* and the *Estrella*, requesting boats to be

sent to our assistance. In the meantime he ran the *Kinsman*, with full steam, head on shore till her bows grounded in 3 feet of water and no bottom with a 15-foot pole under her stern. A line was ordered to be brought out from her starboard quarter to haul her broadside to the bank, but before this could be accomplished the steamer filled and slid backward from the bank and sunk in about 18 fathoms of water at twenty-five minutes past midnight. The steamer *Calhoun*, as soon as she could get up steam, came up and rendered, with the boats of the *Estrella*, *Diana*, and *Calhoun*, all the assistance possible in saving the crew and soldiers, who otherwise must have perished.

Very respectfully, your obedient servant,

J. G. OLTMANN,
Assistant, U. S. Coast Survey.

Lieutenant-Commander A. P. COOKE,
U. S. S. *Estrella*.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, regarding the disposition of officers and men.

NEW ORLEANS, *February 25*.

You will order Lieutenant Wiggin and the officers and men of the late U. S. S. *Colonel Kinsman* to proceed to this place and report to me for further orders. You will also direct that their accounts be transferred to the U. S. steam sloop *Pensacola*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. Forces, *Brashear City*.

Memorandum of information received from a Confederate deserter from the U. S. S. Selma.

U. S. S. SUSQUEHANNA,
Off *Mobile*, *February 24, 1863*.

James Carr, a deserter from rebel gunboat *Selma*, was received from the *Clijton*, and made the following statement:

He was born in Brooklyn, N. Y., where his father and mother still live, and is 19 years old. At the commencement of the war he had been for some time employed on steamboats in the Mississippi River, but was arrested by the New Orleans authorities on suspicion of being a spy, and confined in the Parish Prison for about a month, until released on the testimony of his former captain and of Lieutenant Bradford, who induced him to enlist on board the gunboat *Ivy* as the only means of getting out. He was transferred to the gunboat *McRae*, and was in the fight above Fort Jackson, where he was wounded in the left arm, and then sent to New Orleans, from whence he was sent on to Jackson, Miss., and there cared for by Lieutenant Bradford's mother until sufficiently recovered to rejoin Bradford at Mobile on board the *Selma* (gunboat). He has served

there as wardroom steward ever since, until February 20, when, by reason of the great confidence reposed in him by Lieutenant Bradford, he was sent in a boat with two other men (Mich. Dillon and William Hatton) to Heron Bay, [Alabama], for oysters, the *Selma* lying at the time near Grant's Pass. At dark they started for the *Pocahontas*, intending to drag the boat across the beach of Dauphin Island, but found it too rough outside, and pulled along the [Mississippi] Sound to the westward. On the morning of the 23d they fell in with the *Clifton*, near Horn Island, went on board, and gave themselves up.

Selma carried two IX-inch Dahlgren guns, one VIII-inch and one 6-inch rifled gun, all in pivot; has single engine, low pressure, direct-acting, with inclined cylinder; no bulwarks and no boarding nettings, and can go 9 knots. She has 65 people on board, all told; only 5 or 6 of them Southerners, 20 or 25 Northerners, who have been pressed, and all the rest English, French, etc. He is confident that more than half of them will mutiny and take the vessel from the officers on the first opportunity; 8 of them are already in irons for drawing a cutlass on an officer and for mutinous conduct. She is commanded by Lieutenant Commanding Murphey. She has also Lieutenant Bradford, Masters Walker and Moore, Passed Midshipman [William F.] Robinson, Midshipmen Vaughan and Myers, Paymaster Richardson, Doctor Hayes, Chief Engineer Lining, Assistant Engineers Killpatrick, Williams, and Hayes, and Pilot Sutton. There is but slack discipline on board, the men doing pretty much as they please, but getting flogged occasionally. They are on half rations, but what they get is good.

About February 5 the *Selma* took on board about 100 extra men from the ram and the two floating batteries at town and started down, intending to carry some one of our vessels by boarding, but ran afoul of an iron-pointed snag or pile near Dog River Bar and sunk in 8 feet water. She was pumped out, taken back, docked, and repaired in about a week. On or about the 13th she came down to Spanish River battery (on the eastern shore of the bay), which is built of timber and sand, and is protected by a double thickness of railroad iron for the purpose of testing it (all the batteries about the city and on the shores of the bay are of similar construction). She opened upon the battery from outside the obstructions at 300 yards distance, without effect, as the shot all fell off without penetrating. She then moved around, inside the obstructions, to within 200 yards, when eight of the IX-inch solid shot went entirely through the battery. In leaving, she broke the piston rod and went to town for repairs. On the 19th she came down to Grant's Pass to relieve the *Morgan*, and the next day these three deserters left her. The gunboats relieve each other at Grant's Pass month and month about, and while at town they entertain a great deal.

The gunboats *Morgan* and *Gaines* are of similar general construction with the *Selma*, but larger, and drawing about the same amount of water (6 feet). They are, however, high pressure and can go 10 knots. They carry, each, six VIII-inch guns in broadside and two 6-inch rifles in pivot. They have 120 people, all told, but the men

are mostly Spanish, Irish, and Dutch, although seamen. Commander Hunter, of the *Gaines*, was ordered to send the English consul out some time ago in the *Crescent*, but he also came out in his own vessel, for which he was arrested, and is now being tried by court-martial. Admiral Buchanan said if he had been in our place at the time he would have sunk the *Gaines* and everybody in her. Commander McBlair has the *Morgan*.

The old, high-pressure, side-wheel steamboat *Baltic* has been fitted up as a ram, protected with iron forward and with cotton aft, but she is slow and unmanageable, never having made over 5 knots, and on the only occasion of her having come down the bay, having been twenty-four hours in going from town to Fort Morgan. She draws 8 feet and is commanded by Lieutenant Johnston.

Two other rams have been completed at Selma, and are now on their way down the river, but as they only travel by day, partly for fear of snags and partly lest they should be towed under, they are not expected before the 1st of March. They have the machinery all on board, and the guns (two XI-inch for each) are all ready at Mobile. So soon as they can be prepared for service Admiral Buchanan intends to attack the blockading vessels on the bar with them and the gunboats, for the purpose of raising the blockade. He will attempt both ramming and boarding. It is generally understood in Mobile that this will occur about the 10th or 15th of March.

There are also two floating ironclad batteries or covered scows nearly completed at Mobile; one, the smaller, with perpendicular sides and mounting two guns, which is to be stationed at Grant's Pass; and the other and larger one, with rounded sides, but mounting only one gun, to be stationed opposite Fort Morgan in the Main Ship Channel.

On or about the 14th, an infernal machine, consisting of a submarine boat, propelled by a screw which is turned by hand, capable of holding 5 persons, and having a torpedo which was to be attached to the bottom of a vessel and exploded by means of clockwork, left Fort Morgan at 8 p. m. in charge of the Frenchman who invented it. The intention was to come up at Sand Island, get the bearing and distance of the nearest vessel, dive under again and operate upon her; but on emerging they found themselves so far outside of the island and in so strong a current (setting out) that they were forced to cut the torpedo adrift and make the best of their way back. The attempt will be renewed as early as possible, and three or four others are being constructed for the purpose.

There are from 5,000 to 6,000 troops in Mobile (exclusive of Forts Morgan and Gaines), and the city is surrounded with batteries extending halfway down each shore of the bay. The men live in intrenched camps. There is and has been no talk of attacking Pensacola or any other place; on the contrary, there is constant apprehension of an attack from Pensacola by way of Blakely, where a heavy picket of cavalry is posted. There is also one company of cavalry at and about the Lagoon, to guard the salt works (which are a private speculation); but, besides these two, there are no rebel troops in the direction of Pensacola.

There are from 120 to 125 guns mounted in Fort Morgan in two tiers, mostly pointing to seaward and across the channel and with but few commanding the [Navy] Cove; 5 or 6 of these are XI-inch. Fort

Gaines has but 27 guns mounted; 3 others—1 XI-inch, 1 IX-inch, and 1 6-inch rifle—are mounted on Fort Grant, an earthwork near the pass, within 100 yards of the usual anchorage occupied by the gun-boats guarding that locality. There are no guns remaining on Cedar Point. All these forts are under the command of Colonel Powell. General Buckner is in command at Mobile, and General Kirby Smith, together with four or five other general officers, are now in the city.

The work of obstructing the passage of mortar and other light-draft vessels on the flats between the two forts, Morgan and Gaines, is nearly completed; it consists of 4 rows of piles, the rows 5 feet apart, and the piles of each row 2 feet or less; they stand firm and do not wash away. The piles are not taken from Grant's Pass, as supposed, but from a depot in that vicinity. No attempt has been made to clear away any of the passes leading into the sound, and it is still difficult to pass through them in a small boat. The piles are sloped toward the sound and their ends are pointed and tipped with iron.

The steamer *Alice* slipped out in a fog on the 14th or 15th, with 500 bales of cotton. There are no other steamers inside now, but some half dozen schooners are all ready to run. The *Oreto* was white-washed outside on the night of her coming out. An ironclad screw steamer, well armed and equipped, is expected daily from England, as also is the steamer *Cuba*, with a valuable cargo.

The rebel officers have tried in vain to make out the system of signals used by the blockading force. This deserter had their signal book secreted on his person before starting, but thought the risk too great and put it back again.

Three seagoing ironclad steamers are being built at Selma and are expected to be finished and ready for service by the 1st of April.

Some months ago it was proposed to attack Ship Island by going down through the sound, but no volunteers could be obtained for the purpose, and no thought of such a project has been entertained since.

R. B. HITCHCOCK,
Commodore.

Memorandum of senior officer commanding blockade off Mobile.

FEBRUARY 25, 1863.

Colorado is ordered to report to me off Mobile. Let her take the blockade.

When vessels go for coal, let them fill up with provisions to the largest amount possible and with the least delay.

For the present the least possible time must be taken to coal, etc. The work must go on night and day, Sundays not excepted, but if it can be so arranged, do not have them in port on Sunday.

It is better to put out fires here and make slight repairs than to keep them in port for that purpose longer than is required to coal and provision.

Keep the guns loaded with solid shot ready for ironclads, but do not fire them unnecessarily, as there are but few of them on hand.

On the 20th the French consul visited this ship under flag of truce (in the *Crescent*) to ask if some French and other foreigners, citizens, would be permitted to leave Mobile in a steamboat and go to New Orleans, probably eighty or a hundred of them. I referred his application to the admiral, sending it to Ship Island by the *Aroostook*.

She was sent down expressly for the purpose. If the admiral answers, I promised the French consul to send in a flag of truce opposite Sand Island, with the answer, addressing it to Major-General S. B. Buckner, commanding district of the Gulf, Mobile.

If a flag of truce comes out, let the gunboat off the bar hoist a white flag and meet the flag near the bar. They have sent out the *Crescent* to communicate with English men-of-war, with the English flag hoisted in place of their own, which I have objected to.

A French man-of-war is expected. A description of her accompanies this.

Please arrange for the vessels to go for coals and supplies while you have the moon, so that they may all be on the station during its absence.

While the vessels are absent from the sound, a gunboat is to be kept on the lookout for Grant's Pass. If the enemy pass through they are to be followed by such of your force as can be spared.

The *Oneida* and *R. R. Cuyler* are absent. Left in pursuit of the *Florida*, January 16 and 17.

The *Kanawha*, having burst her XI-inch gun, has a IX-inch mounted in its place. Another gun has been asked for.

From the success attending the attack at Galveston and Charleston, and the known preparations made at Mobile with ironclad vessels and rams, too much vigilance and care can not be exercised to prevent a surprise. I have placed two gunboats close in to the bar as lookouts, with orders to send in a boat from each of them at night (when the weather and sea will permit), a short distance inside the bar.

It would be well to let the vessel on the eastern station get underway at night and anchor in the morning; also draw in the remainder of the vessels near the bar, so as to be in certain signal distance, to support each other in case of attack.

There is little doubt that the attack will be made at night; therefore every preparation should be made at sundown for action, steam up and hands stationed to slip cable. No vessel should permit herself to be attacked at anchor.

I have full faith in running down their vessels and would permit no opportunity to escape trying it.

You will find signals attached to the signal book, to be used here, but not to be inserted in the general signal book.

When strange vessels approach the blockade, do not recognize flags or signals, but look upon all as enemies. Never permit a gunboat to approach a stranger; send two or more. I do not communicate with vessels at a great distance from the blockade, except in force. Meet all vessels that are suspected of having guns with double their force, if possible, is my rule. Keep inshore of them and head the same way.

Captain Madigan, at Ship Island, in the *Vincennes* (the *Relief* is also there), has beef and pork on board, but no other provisions. About 700 tons coal there.

The *Clifton*, Captain Law, and the *Jackson*, Captain Adams, are in Mississippi Sound to look out for it. I have ordered Captains Law and Adams not to anchor in the same place two nights in succession, and to move about in the daytime so as to watch the whole sound as much as possible.

A force of cavalry and infantry are stationed as a coast guard from Fort Morgan to the Perdido. Salt works are in operation at different

points along the coast. There is little doubt but small vessels have landed their cargoes between this and the Perdido.

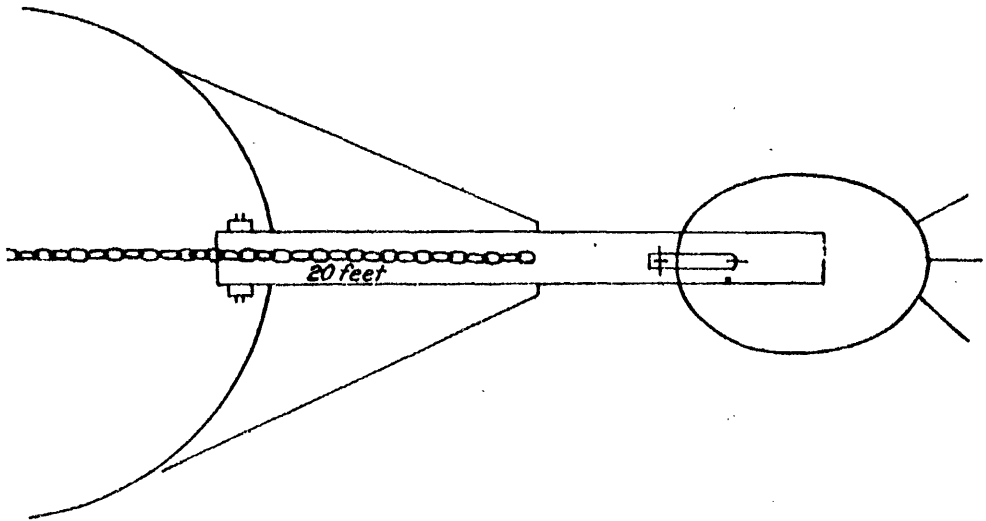
The usual approach of vessels to run the blockade has been from the eastward, close inshore, intending to get under the guns of Fort Morgan just at daylight, or, if discovered, to beach them.

The Swash Channel is the one most used. Inform all vessels that they must not approach the blockade at night.

When vessels go for coal, etc., let them watch the shore going and coming. I have found it best to leave here so as to be off the ports at daylight. Generally the vessels can coal and leave the next afternoon. If so, they run down the shore to within 10 miles of this place and anchor until next morning.

The citadel of Fort Morgan is on the parade, not on terreplein, as stated by mistake in memorandum of last week.

The *Boston* was fired some weeks since and was considerably injured about her amidship section. On the 24th of December she



was upon ways about a mile above Mobile, being lengthened from 22 to 25 feet, and then workmen had just commenced raising the frames amidship of the extension. It is thought impossible to have her ready for two or three weeks yet. The only other steamboats within the bay at that time were the *Gunnison*, a screw tug and messenger boat, and two small boats that had been used as ferryboats at the head of the bay. No steamers are being built at Mobile; there are a number building at Selma for gunboats. The *Gunnison* was fitted up some weeks since with a torpedo to come out against the *Colorado*, but the engineers refused at the last moment to come on the service.

She had a spar about 8 inches in diameter fitted forward, projecting 20 feet beyond her bow, secured between two ears by a bolt through the heel, but so that it could be moved vertically. The torpedo was of metal, about twice the size of a powder barrel, elliptical in shape, with a socket in one extremity, into which was fitted the forward end of the spar, a clamp from the torpedo with a forelock through the eyebolt securing it in position. Inside the clamp were three bolts on the spar, one on each side for iron guys and one on top for a chain lift. The spar was usually kept in a vertical position,

but when intending to use the infernal machine it was to be lowered below the water. On the forward part of torpedo were three triggers diverging from a center point and laying parallel to the surface of the water; the machine was charged with 100 pounds of powder, and was to be exploded by a lock connected with the triggers.

The enterprise is now entirely abandoned.

The base of the glacis of Fort Morgan measures within the arch of the sally port 60 paces; the counterscarp was run up in brick to the height of the parapet, but as this wall on the south curtain fell into the ditch in September, it is now sloped to the old counterscarp and sodded with turf from the swamp, but has a covered way and a terreplein from 25 to 35 feet in width.

Fort Morgan is badly supplied with munitions, but has both magazines filled with powder. Powder is brought there to be stored till wanted for use elsewhere. Within the fort are 3,000 10-inch projectiles, 384 8-inch solid shot, 800 Reed shot for 32-pounders, weighing 41 pounds; 600 Reed shell for 32-pounders, weighing 65 pounds; 300 projectiles for 32-pounders, and 300 projectiles for 24-pounders, that were cast from pattern taken from a Parrott shell thrown by the *Octorara* into the fort upward of a year since; 32-pounder round shot, very few, one pile 8 by 10 feet; 35,000 rounds musket ball cartridges; 8,000 rounds rifle ball cartridges.

Nine ounces of fresh meat is the daily ration and 1 pound of corn meal. Once in ten days a ration of flour is served out.

They have a small quantity of flour and salt beef in store, which they hold in reserve.

The battalion on service in the fort is armed with smoothbore Springfield muskets.

The *Tennessee* has hot water attachment to her boilers for repelling boarders, throwing one stream from forward of the casemate and one abaft.

Armament of Steamer Morgan.—One 63 hundredweight 8-inch, 9 57 hundredweight 32-pounders.

Armament of Steamer Gaines.—Eight 57 hundredweight 32-pounders.

Armament of Steamer Selma (late Florida).—Two 9-inch Dahlgren, 1 8-inch rifle.

The ram *Tennessee* is 235 feet in length. Has casemate plated with iron 2 inches by 10 inches, three plates in thickness. Made 7½ knots on trial trip without armament, stores, or provisions on board. May not be ready for some weeks yet. It is intended to mount 4 10-inch columbiads, of 16,000 pounds weight; 2 7½-inch Brooke rifles, of 19,000 pounds weight.

The *Baltic* was a towboat; is mailed with railroad iron laid on edgeways, countersunk, and bolted with riveted heads and nut and screw inboard; is condemned as unfit for service. Mounts 1 42-pounder, 2 32-pounders of 57 hundredweight, 2 12-pounder howitzers.

Two rams, called the *Tuscaloosa* and *Huntsville*, are plated with iron such as that of the *Tennessee*, 2 inches by 10, but only two plates thick. Will steam but about 3½ knots and mounts 1 Brooke rifle, 6 inch, weighing 14,000 pounds; 4 32-pounders of 42 hundredweight.

There are also inside the bay five floating turrets, covered with railroad iron, mounted on an octagonal-shaped scow, with 1 8-inch columbiad mounted upon a circle. They have no motive power; are

intended to be moored in the channelway, but can not withstand the shock of an 8-inch shot.

The steamer *Morgan* has a small black wheelhouse on the platform forward of the paddle boxes; the *Gaines* nothing of the kind.

From the end of the piles that cross the flats from Fort Gaines about three months ago thirty torpedoes were laid down on a line bearing S. E. per compass across the Main Ship Channel. They were in shape like a can buoy, with a chamber in each and 75 pounds powder, about the third of a bar of railroad iron by 2½ inches, manila rope being used to anchor such, but a number of them had broken adrift and gone up the bay. They are to be exploded by a percussion apparatus.

At Cedar Point is an earthwork reported to mount four rifled pieces, 32-pounders, of 7,000 pounds.

At the mouth of Spanish River is a battery clad with railroad iron, mounting six rifled X-inch columbiads. At the mouth of Tensas River and at the head of the bay near Mobile are five batteries. The fortifications in the rear of Mobile are very strong, with a ditch 30 feet wide and a strong redoubt every four or five hundred yards.

Fort Morgan mounts on bastion No. 1, N. E., 2 32-pounders, weighing 7,000 pounds; 1 24-pounder rifle that throws Reed and Skates shot and shell, shaped like a Minié ball. East curtain, 3 X-inch seacoast mortars; 1 32-pounder, weighing 7,000 pounds. Bastion No. 2, E. S. E., 1 X-inch columbiad, of 14,000 pounds; 2 32-pounder rifles, of 7,000 pounds. S. E. curtain, 1 32-pounder rifle, weighing 7,000 pounds. Bastion No. 3, 2 32-pounders, rifled, of 7,000 pounds; 1 X-inch columbiad, of 16,000 pounds. South curtain, 2 24-pounders, rifled, weighing 11,000 pounds and throwing a projectile of 68 pounds; 1 X-inch columbiad, of 14,000 pounds. Bastion No. 4, 1 24-pounder rifle; 1 X-inch columbiad, of 16,000 pounds; 2 32-pounders, rifled, of 7,000 pounds. West curtain, facing channel, 2 Blakely guns from England, weighing between 11,000 and 12,000 pounds, throwing a shell of 160 pounds and a shot of 196 pounds with a charge of about 14 pounds of powder; 3 X-inch columbiads, of 16,000 pounds. Bastion No. 5, 2 32-pounders, smoothbore. North curtain, 1 8-inch smoothbore. Flank casemate guns: On each flank of each bastion are 2 24-pounder howitzers, making 20 flank casemate guns.

Within the fort, in the center of terreplein, is a citadel having ten sides loopholed for musketry and quarters on each side for 100 men, constructed of brick, 4 feet thick.

Light-house battery, 11 32-pounders, of 7,000 pounds, smoothbore.

At Grant's Pass, on the site of the old light-house, is an earthwork, very strong, mounting 1 100-pounder rifle, 1 64-pounder rifle, 2 VIII-inch siege mortars, 2 32-pounders, smoothbore.

Fort Gaines mounts 1 X-inch columbiad, between 14,000 and 18,000 pounds; 14 32-pounders, 1 32-pounder rifle, 5 24-pounder siege pieces.

R. B. HITCHCOCK.

Captain JENKINS, U. S. Navy.

Letter from Commodore Bell, U. S. Navy, to Colonel Debray, C. S. Army, regarding the landing of Miss Baker under flag of truce.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, February 26, 1863.

SIR: Miss Harriet M. Baker, belonging to the city of Houston, Tex., is now on board this vessel with the view of landing and rejoining her mother and brother, Mr. William R. Baker, of Houston. The flag of truce was hoisted to-day in order to secure her landing, with your concurrence, General Banks, commanding United States forces at New Orleans, having forwarded her agreeably to her urgent entreaties.

The bar being very rough at present, I do not think it safe to send the lady in to-day, but will send her to-morrow morning if you will send a boat out to receive her.

I have the honor to be, sir, very respectfully, your obedient servant,
H. H. BELL,
Commodore, Comdg. U. S. Forces, Coast of Texas.

Colonel X. B. DEBRAY, C. S. Army.
Commanding Confederate Forces, Galveston, Tex.

Report of Rear-Admiral Farragut, U. S. Navy, regarding desertions.

No. 58.]

FLAGSHIP HARTFORD,
New Orleans, February 26, 1863.

SIR: I have to report to the Department the desertion of Acting Master Leonard D. Smalley, of the U. S. gunboat *Estrella*.

Mr. Smalley was surveyed at different times since the loss of the *Westfield* by three different medical boards, and the enclosed report is almost a duplicate of either of the other two. At his own request, I ordered him outside on the blockade, but he neglected to obey my orders, saying he was too unwell to do so, and I have now received information that he left for New York per Government transport *Che-Kiang*, which sailed about the 23d instant.

I regret to state that I have reason to believe that other officers from the *Westfield* have pursued a course similar to Mr. Smalley. I shall make enquiries and report the names to the Department.

Very respectfully, your obedient servant,
D. G. FARRAGUT.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Farragut, U. S. Navy, regarding deficiency of officers.

No. 59.]

FLAGSHIP HARTFORD,
New Orleans, February 26, 1863.

SIR: I beg to inform the Department that we are still very deficient of officers, particularly masters and master's mates. The promotions of the young midshipmen and of many of the master's mates to ensigns have deprived me of subordinate officers to perform the duties of midshipmen.

These young gentlemen understand it to be the design of the Department to make them wardroom officers, but I have received no official intimation on the subject. The youth and very limited experience of some of these officers cause me to hesitate in placing them on board the gunboats, where their responsibilities are so much greater than in the sloops, and in the sloops there are not sufficient rooms to accommodate them.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding ironclads to be added to his squadron.

NAVY DEPARTMENT, *February 27, 1863.*

SIR: The Department has sent to Rear-Admiral Du Pont seven ironclads for operations against Charleston, with orders to send a part of them to Pensacola for your squadron as soon as he has finished with them.

The Bureau of Ordnance will send the 15-inch ammunition to Pensacola preparatory to operations in the Gulf.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Hitchcock, U. S. Navy, regarding the guarding of Grant's Pass.

NEW ORLEANS, *February 27, 1863.*

Your communications of the 20th and 24th instant have been received. You will keep the *Clifton* and *Jackson* in the [Mississippi] Sound to watch Grant's Pass. When you require transportation from Pensacola to Ship Island you will take any of the vessels that are at Pensacola for that purpose.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore R. B. HITCHCOCK,
Commanding Division Blockading Forces.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Hitchcock, U. S. Navy, regarding the relief of the latter.

NEW ORLEANS, *February 27, [1863].*

I received your communication and am gratified to find that there is a probability of your having a relief at last.

I was in hopes that the *Lackawanna* was in condition to go right to her work, but I despair of ever seeing a steamer ready to leave port immediately on her arrival; the generality are broken down on their arrival. I have felt as unhappy as yourself in respect to the dilapidated condition of your ship, but I could do no better for you. I am dependent on others, so we must do the best we can.

I intended paying you a visit, but found the water on the bar so low that there was no chance of my reentering the river when my services were required.

I think the *Lackawanna* superior to your vessel for the service anticipated. Each of her shot will penetrate the rams if they strike them, and she fights six guns of a side. I have ordered the *Oneida* to return.

In great haste, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore R. B. HITCHCOCK,
Commanding Division Blockading Forces.

Report of Commodore Bell, U. S. Navy, regarding the visit of H. B. M. S. Immortalité off Galveston.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, February 27, 1863.

SIR: Late in the afternoon of the 15th instant, H. B. M. steam frigate *Immortalité*, of 35 guns, Captain Hancock, arrived from the Rio Grande, and next day, after having communicated with the British consul at Galveston by sending in a boat, she sailed in the afternoon for Vera Cruz, kindly offering to take thither any dispatches I might have to send.

Captain Hancock remarked to the boarding officer, Lieutenant Mitchell, that he was six days from the Rio Grande, and had not seen any of our blockading vessels, and the lieutenant whom Captain Hancock sent on board of me said to me they had been within 17 miles of Galveston for three days, seldom seeing the land. I am not surprised that Captain Hancock did not see our blockading vessels, as the fogs for a week or ten days previous had been very thick. Two or three days at a time elapsed without our seeing land or city, only 3 miles distant. For all that, the bark *Arthur* was off Aransas and the schooner *Kittatinny* off Matagorda or Lavaca. Our gunboats in going down the coast never failed to find them at their stations.

I am particular about the state of the weather prevailing on the coast at that particular time, as it may be stated officially that our vessels were not seen.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Report of Commodore Bell, U. S. Navy, regarding affairs connected with the blockade of Galveston.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, February 27, 1863.

SIR: I received your letter of the 16th instant by the supply steamer *Union* on the night of the 23d instant, and dispatched the schooner *Althea* on the 25th as soon as the weather permitted to supply the *New London* and *Cayuga* with coal, and with orders for Lieutenant-Commander Read to join me here immediately, leaving the *Cayuga* to blockade Sabine well off the land. Upon the arrival of that officer I will know the condition of the *New London* and *Cayuga* for blockading, and will be the better informed after consultation with him as to the feasibility of blockading Galveston with three gunboats and one off Sabine. I say three gunboats, counting the *Owasco*, because I can scarcely count upon the *Katahdin's* failing boilers. I can in no event leave before the arrival of the *Owasco*.

I am greatly embarrassed by your letter. I fully appreciate the difficulties of your situation, arising from your diminished force in the river, and have a hearty desire to strengthen you with the *Brooklyn*. Yet I have already expressed to you my opinion as to the insufficiency of the gunboats for this particular blockade. I will either come myself or send the *Katahdin* to report.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Letter from Major-General Halleck, U. S. Army, to Major-General Banks, U. S. Army, urging that operations be pushed with vigor.

WASHINGTON, February 27, 1863.

GENERAL: Your letter of the 12th instant has been received and submitted to the Secretary of War.

River steamers can not at this season be sent from here to New Orleans. The Navy Department has sent some additional vessels to Admiral Farragut, which must have arrived after the date of your letter.

* * * * *

The Navy at this time can afford you very little additional aid.

It is hoped that your operations up the river will be pushed with vigor. There is much dissatisfaction here at the delay, but probably the obstacles you have had to contend with are not fully appreciated.

It is expected that the gunboats will be able to pass through the canal at Vicksburg by or before the 5th of March. But as this is uncertain and dependent upon the height of the water in the river, your operations must not be delayed for those of General Grant.

The course pursued by you in regard to trade in cotton is approved.

Very respectfully, your obedient servant,

H. W. HALLECK,
General in Chief.

Major-General N. P. BANKS,
Commanding, etc., New Orleans.

Report of Commodore Bell, U. S. Navy, regarding general matters pertaining to his command.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, February 27, 1863.

SIR: The supply steamer *Union* arrived on the night of the 23d instant with six weeks' supplies of provisions for the four gunboats, the bark *Arthur*, and schooner *Kittatinny*. There were no provisions to spare for the *Brooklyn* after those vessels were supplied, and she has now about thirty days' rations on board. The supply steamer *Union* brought only 380 gallons of oil instead of 500 gallons, all of which was given to the gunboats. This leaves the *Brooklyn* with twenty-five days' oil, full steaming.

The coal schooner *Althea*, after supplying in part the *Brooklyn* and two gunboats, left for Sabine Pass on the 25th with 139 tons coal for the *New London* and the *Cayuga*.

The bark *Brilliant* has arrived with 380 tons more coal, out of which the *Brooklyn* will require 200 tons, if I shall finally decide, after seeing Lieutenant-Commander Read, to remain here on blockade. I sent orders by the *Althea* for Lieutenant-Commander Read to join me here as soon as he can coal from that vessel.

The *Kittatinny*, having run entirely out of water, provisions, and fuel, came up here on the 26th, and it is probable I shall send her to Pensacola, as I understand the *Anderson* and *Henry Janes* are on their way out to join the blockade.

The boilers of the *Katahdin* are in an exceedingly bad condition; forty of the tubes in one boiler and several in the other have been plugged since her arrival from the river. She is obliged to haul her fires every day or two, but I shall keep her here until the arrival of the *Owasco*, and perhaps longer.

I have heard nothing from the gunboats at Sabine Pass for a month, and know nothing of their condition.

I know it is painful to you, admiral, to receive statements of the broken-down condition of your vessels, and it is equally painful to make the statements, but it is sometimes hoped that something better may have been sent out from the North which may be sent here to relieve them. I appreciate your embarrassments in the river and out of the river, and will do my utmost to mitigate them.

One of the gunboats has been blockading off Velasco ever since the 16th.

I am positive that the *Harriet Lane* has not passed out of this harbor; she is not in sight, however, but is believed to be at Harrisburg undergoing some alterations either as an ironclad or ram.

The rebels are industriously working with pile driver and steamers in the inner harbor near the entrance at Fort Point upon something not yet understood by us. They continue strengthening their defenses.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdy. Squadron, New Orleans, La.

Letter from French consular agent at Galveston to Commodore Bell, U. S. Navy, claiming compensation for the sloop Juliana.

Translation.]

CONSULAR AGENCY OF FRANCE,
Galveston, February 27, 1863.

COMMODORE: I have the honor to transmit to you herewith copies of various documents relating to a claim of \$300 made by Mr. Nicholas Drouet, sr. (plaintiff), a French citizen, for the value and damages of a sloop named *Juliana*, which belonged to him and which was unlawfully seized by the Navy of the United States while in the port of Galveston.

The reading alone of these documents, commodore, will sufficiently inform you of this claim, of which Commodore Renshaw has acknowledged the justice, but orders for which they have not been able to have executed, the object in litigation—that is to say, the sloop *Juliana*—never having been removed from the place where the officers or sailors of the gunboat *Owasco* sunk her and having long since gone to pieces.

I beg of you, commodore, in acknowledging the receipt of this, to inform me if this affair can be arranged by you directly, or if you think it necessary to refer it to the Government at Washington.

I have the honor to renew to you, commodore, the assurance of my most respectful regards.

B. THÉRON,
Consular Agent of France.

Commodore BELL, U. S. Navy.

P. S.—Having deemed it advisable not to leave my post willingly except on a vessel of war of one of my Governments [France or Spain], I shall have the honor to inform you later when I shall cease to perform my consular functions.

B. T.

Letter from the Assistant Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the disposition of the ironclads.

NAVY DEPARTMENT, *February 28, 1863.*

DEAR ADMIRAL: Du Pont will very soon be at work against the enemy with the ironclads, and if anything is left of them they will go directly to you in sufficient number to enable you to complete the possession of the Southern ports within your command. Dahlgren will commence sending the ammunition to Pensacola as the nearest depot. No time can be fixed for their coming, as it depends upon Du Pont's movements, but he has been directed to use great dispatch in getting them to you. When you hear of the fall of Charleston and Savannah, look for their coming.

Yours, very truly,

G. V. Fox.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans.

Report of Major-General Banks, U. S. Army, regarding proposed cooperative movement for the purpose of cutting communication with the Red River country.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La., February 28, 1863.

GENERAL: * * * My dispatch by the *Columbia* will have informed you of the embarrassing loss of the gunboat *Kinsman*, equal in effect to the destruction of two battalions.

* * * * *

Emory's command returned to Carrollton to await the transportation necessary to carry out the movement upon Atchafalaya from Berwick Bay; but in the meanwhile the capture of the *Queen of the West* and the more recently reported capture of the *De Soto* has led Admiral Farragut to the conclusion that some vigorous movement upon his part was necessary to cooperate with the gunboats above in endeavoring to cut off the enemy's communications with the Red River country and to destroy his gunboats in those waters. Such a movement, the admiral represented to me, must include the greater portion of his fleet, and would of necessity involve the cooperative movement of the land forces upon the rear of Port Hudson, while the Navy should be engaged in passing the enemy's batteries on the river. Such cooperation we could only render with efficiency and a probability of success by concentrating our whole available force for the movement. * * *

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Major-General H. W. HALLECK,
General in Chief, Washington, D. C.

Report of Captain Smith, U. S. Navy, commanding U. S. S. Mississippi, giving description of a floating torpedo.

U. S. S. MISSISSIPPI,
Off Baton Rouge, February 28, 1863.

SIR: I herewith enclose a communication from Commander Caldwell in relation to the illicit traffic in which the *Frank Mumford* has been engaged, but as no witnesses can be produced to testify to her irregularities, I would respectfully suggest that she be allowed to take in another cargo before she is seized. She left here on the 26th for New Orleans.

I enclose also the usual monthly returns, with some drawings in detail of a torpedo that was discovered yesterday morning by the executive officer of the *Essex* abeam of this ship, floating down in mid-channel.

The barrel supporting the torpedo was attached to a log by 5 or 6 fathoms of rope, and there was a heavy weight suspended to that also, but the rope parted in our efforts to secure it. The cylinder was air-tight, made of the heaviest boiler iron, filled with 114 pounds No. 7 cannon powder, and having inside a clock fitted on the fog-bell principle. The clock was incased in tin, which case contained the priming powder. It has two hammers, which are designed to ex-

plode the ordinary pistol caps, and had not run down when captured. The whole apparatus is as ingenious as it is formidable, and will be kept for your inspection.

Very respectfully, your obedient servant,

M. SMITH,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding Gulf Blockading Squadron, New Orleans.

*Stations of vessels attached to the West Gulf Blockading Squadron,
March 1, 1863.*

Names.	Rank.	Class and station.
Hartford.....	Capt. J. S. Palmer.....	Steamer. New Orleans.
Pensacola.....	Commodore H. W. Morris.....	Do.
Brooklyn.....	Commodore H. H. Bell.....	Steamer. Galveston, Tex.
Susquehanna.....	Commodore R. B. Hitchcock.....	Steamer. Mobile blockade.
Oneida.....	Capt. S. F. Hazard.....	Steamer. Search of rebel cruisers.
Monongahela.....	Capt. J. P. McKinstry.....	Steamer. New Orleans.
Mississippi.....	Capt. M. Smith.....	Steamer. Baton Rouge.
Lackawanna.....	Capt. J. B. Marchand.....	Steamer. Mobile blockade.
Portsmouth.....	Comdr. S. Swartwout.....	Sloop. Carrollton, La.
Potomac.....	Comdr. A. Gibson.....	Frigate. Pensacola Bay.
Richmond.....	Comdr. J. Alden.....	Steamer. New Orleans.
R. R. Cuyler.....	Comdr. G. F. Emmons.....	Steamer. Search of rebel cruisers.
Essex.....	Comdr. C. H. B. Caldwell.....	Ironclad. Above Baton Rouge.
New London.....	Comdr. A. Read.....	Gunboat. Sabine Pass.
Sciota.....	Lt. Comdr. R. B. Lowry.....	Gunboat. Galveston, Tex.
Cayuga.....	Lt. Comdr. D. A. McDermut.....	Do.
Clifton.....	Lt. Comdr. R. L. Law.....	Steamer. Mississippi Sound.
Aroostook.....	Lt. Comdr. S. R. Franklin.....	Gunboat. Mobile blockade.
Albatross.....	Lt. Comdr. J. E. Hart.....	Gunboat. Plaquemine, La.
Peachontas.....	Lt. Comdr. W. M. Gamble.....	Gunboat. Mobile blockade.
Kanawha.....	Lt. Comdr. J. Young.....	Do.
Pembina.....	Lt. Comdr. W. K. Mayo.....	Do.
Kineo.....	Lt. Comdr. M. Haxtun.....	Gunboat. Donaldsonville, La.
Kennebec.....	Lt. Comdr. J. H. Russell.....	Gunboat. Mobile blockade.
Itasca.....	Lt. Comdr. R. F. R. Lewis.....	Gunboat. New Orleans, repairing.
Katahdin.....	Lt. Comdr. P. C. Johnson.....	Gunboat. Sabine Pass, Tex.
Owasco.....	Lt. Comdr. H. Wilson.....	Gunboat. New Orleans, repairing.
Winona.....	Lt. Comdr. A. W. Weaver.....	Gunboat. Baton Rouge.
Pinola.....	Lt. Comdr. J. Stillwell.....	Gunboat. Mobile blockade.
Vincennes.....	Lt. Comdr. J. Madigan.....	Sloop. Ship Island.
J. P. Jackson.....	Lt. Comdr. H. A. Adams.....	Steamer. Mississippi Sound.
Estrella.....	Lt. Comdr. A. P. Cook.....	Steamer. Berwick Bay.
R. Seaman.....	Actg. Vol. Lt. Q. A. Hooper.....	Schooner. Pensacola Bay.
Relf.....	Actg. Vol. Lt. B. D. Manton.....	Storeship. Ship Island.
Henry James.....	Actg. Vol. Lt. L. W. Pennington.....	Bomb schooner. Mississippi River.
Arthur.....	Actg. Vol. Lt. T. F. Wade.....	Bark. Aransas Pass, Tex.
Barrataria.....	Actg. Master F. E. Blanchard.....	Steamer. New Orleans.
Bohlo.....	Actg. Master G. W. Browne.....	Brig. Pensacola Bay.
John Griffith.....	Actg. Master H. Brown.....	Bomb schooner. Mississippi River.
Charlotte.....	Actg. Master E. D. Bruner.....	Schooner. East Pass, Santa Rosa Island.
Sarah Bruen.....	Actg. Master A. Christian.....	Schooner. Mississippi River.
Maria A. Wood.....	Actg. Master S. C. Cruise.....	Schooner. Petit Bois Pass.
W. G. Anderson.....	Actg. Master N. D'Oyloy.....	Bark. Pensacola Bay.
Oliver H. Lee.....	Actg. Master W. Godfrey.....	Bomb schooner. Mississippi River.
A. Houghton.....	Actg. Master N. Graham.....	Store bark. Pensacola Bay.
Horace Beals.....	Actg. Master D. P. Heath.....	Barkentine. New Orleans.
Nightingale.....	Actg. Master D. B. Horne.....	Storeship. Pensacola Bay.
Panpero.....	Actg. Master C. Huggins.....	Storeship. South West Pass.
Sachem.....	Actg. Vol. Lt. A. Johnson.....	Steamer. New Orleans, repairing.
Calhoun.....	Actg. Master M. Jordan.....	Steamer. Berwick Bay.
Kittatinny.....	Actg. Master C. W. Lamson.....	Schooner. Port Lavaca.
Kuhn.....	Actg. Master R. G. Lee.....	Store bark. New Orleans.
Tennessee.....	Actg. Master J. D. Childs.....	Steamer. Transport.
Fearnot.....	Actg. Master D. S. Murphy.....	Store bark. New Orleans.
Diana.....	Actg. Master T. I. Peterson.....	Steamer. Berwick Bay.
Kensington.....	Actg. Master C. W. Wilson.....	Steamer. New Orleans, disabled.
Preble.....	Actg. Master W. F. Shankland.....	Sloop. Pensacola.
Corypheus.....	Actg. Vol. Lt. A. T. Spear.....	Yacht. Lake Ponchartrain.
Sam Houston.....	Actg. Master G. W. Wood.....	Schooner. Pensacola.
Sea Foam.....	Actg. Ensign R. M. Clark.....	Brig. Baton Rouge.
Orvetta.....	Actg. Ensign E. O. Adams.....	Bomb schooner. Baton Rouge.

Report of Rear-Admiral Farragut, U. S. Navy, regarding a change in the armament of the U. S. S. Monongahela.

NEW ORLEANS, March 2, 1863.

SIR: The *Monongahela* has now joined this squadron, and I am preparing her for going up the river. Her armament is, I think, insufficient for a ship of her size, particularly for river work. I shall therefore put on her six more guns, such as I can get. I have sent to Pensacola for 32s of 33 hundredweight, to be taken from the frigate *Potomac*. If the Department does not approve of this additional armament, it can be taken off when she finishes her services on this station. In my opinion her best armament would be six 8-inch guns of 55 hundredweight. The ship has not the breadth of beam sufficient for a larger gun to work at advantage in the broadside.

The three pivot guns can not keep up a sufficiently rapid fire to prevent her decks being swept by grape or musketry before they can reload, and in river work it is all-important to keep up a constant, well-directed fire.

I should be glad to have sent out eight or ten guns of 33 hundredweight for use in the gunboats, if the Bureau can spare me them.

All of which is respectfully submitted by your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

Captain JOHN A. DAHLGREN.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting request of foreigners at Mobile for permission to leave that port.

No. 64.]

FLAGSHIP HARTFORD,
New Orleans, March 2, 1863.

SIR: I enclose a communication (A) from the French vice-consul at Mobile, requesting permission for the exit of a steamer with French and other foreign citizens, with the privilege of the steamer returning to that port, which I declined to permit, by letter (B), copy of which is enclosed.

I have had an understanding with the captain of the French war steamer *Lavoisier*, and he informs me that he would make Admiral Reynaud aware of the facts in the case, and ask his instructions, and promised me that every precaution should be taken to see that there was no violation of the privilege granted.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, February 19, 1863.

SIR: In behalf of Monsieur Portz, French vice-consul at this port, and the citizens of France, for whom he makes application, I trans-

mit, under a flag, the communication of the vice-consul, herewith enclosed.

I am, sir, very respectfully, your obedient servant,
S. B. BUCKNER,
Major-General, Commanding.

Captain HITCHCOCK, U. S. Navy,
Comdg. Blockading Squadron off Mobile.

MOBILE, *February 16, 1863.*

A certain number of French and other foreigners, desiring to return to Europe via New Orleans, have chartered a steamboat to take them to that city.

I take the liberty for that object to ask you in the name of my Government if that boat will be allowed by the blockading squadron of the United States, on her voyage to New Orleans, and to return to Mobile.

I dare hope that this will be assented, and that the answer you will be kind enough to give to me will be in the affirmative.

Accept the assurances of my respect,

PORTZ,
The French Vice-Consul at Mobile.

[Commodore HITCHCOCK,]
Comdg. the United States Naval Forces off Mobile.

U. S. FLAGSHIP HARTFORD,
New Orleans, February 28, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 16th instant, in which you are pleased to express to the commanding officer off Mobile a wish to send away from that city a certain number of French and other foreigners desiring to return to Europe via New Orleans, and furthermore to designate the manner in which it is to be done, viz, by sending them in a steamer to New Orleans, and that steamer to be permitted to return to Mobile.

In reply to this I have to state that there is no objection to the departure of the French subjects from Mobile in either of the following modes, viz, to be brought down to Mobile Bar and placed on board a French vessel of war; or, to be brought down to the bar and placed on board a vessel sent by the French Government for that purpose, and be conveyed to New Orleans or elsewhere, under the conduct of a French officer. But no vessel will be permitted to take them from Mobile to New Orleans and then return to that port. Moreover, in the manner proposed by me, the honor of the French consul will be understood as pledged that no person in any way connected with the so-called Confederate States shall be permitted to take passage in the vessel carrying the refugees, and, in fact, that none other than citizens of France and other foreigners having their passports duly signed by their respective consuls, shall take passage in said vessel.

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

D. G. FARRAGUT,
Rear-Admiral, Comdg. West Gulf Squadron.

Monsieur PORTZ,
Consul of France, Mobile.

Report of Rear-Admiral Farragut, U. S. Navy, regarding plan of operations in the Mississippi and on the coast.

No. 66.]

FLAGSHIP HARTFORD,
New Orleans, March 2, 1863.

SIR: I have recently seen persons from Mobile, and they all concur in the statement that provisions are very high, and very scarce even at those high figures. Flour, \$100 per barrel; bacon and meat of every kind \$1 per pound; meal, \$20 per sack. I believe that the inhabitants would be very glad to have us occupy the city, but it is a question how far Mobile would be of benefit to us beyond the possession of the forts.

I am doing nothing but blockading the ports on the coast until the general has a force at disposal for an attack upon Galveston, and I have one or two vessels drawing at most 8 feet.

At present I am all ready to make an attack on or run the batteries at Port Hudson, so as to form a junction with the army and navy above Vicksburg. I am induced to this by learning that the rebels have captured the *Queen of the West* and *Indianola*, and are making preparations to capture the other vessels that have passed below Vicksburg. The army of General Banks will attack by land or make a reconnoissance in force at the same time that we run the batteries. I am also of opinion that we can aid General Grant by attacking the battery at Warrenton, below Vicksburg, which the surgeon of the *Queen of the West*—who is a paroled prisoner with me—tells me was the cause of their having to destroy their prizes, as they could not pass the Warrenton batteries. If I go to Vicksburg, the Department may be assured that I will only aid, and not interfere with the officers in command there, as I so understand my orders of October 2, 1862, and I have but one purpose, and that is the good of our common country. My first object will be to destroy the boats and cut off the supplies from Red River. We expect to move in less than a week. I shall take the four ships, *Hartford*, *Mississippi*, *Richmond*, and *Monongahela*, and three gunboats and the *Brooklyn*, if she arrives in time. I fear that the *Essex* will be too heavy a tow to take up against the current, but I will experiment before I make the attempt. I desire to pass up with as little damage to my vessels as possible, so as to be most efficient above and on my return.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Lowry, U. S. Navy, commanding U. S. S. Sciota.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 2, 1863.

SIR: As soon as you are ready, proceed to Sabine Pass to blockade that coast with the *Cayuga*, Lieutenant-Commander McDermut, whom you will find there. Husband your coal as much as possible.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander R. B. LOWRY,
Commanding U. S. Gunboat *Sciota*, off Galveston, Tex.

P. S.—In going up, keep the coast in view.

Report of Rear-Admiral Farragut, U. S. Navy, regarding desertions.

FLAGSHIP HARTFORD,
New Orleans, March 3, 1863.

SIR: In my dispatch No. 58, under date 26th ultimo, I informed the Department that I had reason to believe that other officers from the *Westfield* have pursued a course similar to Mr. Smalley (deserted). I now find my surmises to have been well grounded.

Acting Third Assistant Engineers George S. Baker and Charles W. Smith were ordered by me on the 20th January to proceed to Baton Rouge and report to Commander C. H. B. Caldwell for duty on the *Essex*. Commander Caldwell to-day informs me that these officers never reported to him, nor have they been heard from since. I have marked them deserted and hope the Department will make a severe example of these three cases.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, warning him of a possible attack by C. S. ram Webb and captured United States vessels.

NAVY DEPARTMENT, March 3, 1863.

SIR: A telegraphic dispatch from Acting Rear-Admiral Porter, dated the 27th ultimo, reports the capture of one of his ironclad steamers, the *Indianola*, which he had sent below Vicksburg. The capture was made by the rebel ram *Webb* and the *Queen of the West*, which latter vessel fell into the hands of the rebels a few days previous. It is not known whether the *Indianola* was destroyed or not. If not, the rebels may, with her and such other force as they can collect, proceed down the Mississippi and make an attack upon your vessels. You should therefore be on your guard.

The Department wishes you to hold a court of enquiry upon the senior officer off Mobile at the time the *Florida* escaped.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral DAVID G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Letter from the Secretary of State to the Secretary of the Navy regarding money placed on board a British ship of war for conveyance to Havana.

DEPARTMENT OF STATE,
Washington, March 3, 1863.

SIR: I have the honor to enclose for your information the copy of a correspondence which has just taken place between Lord Lyons and myself touching the conduct of the acting British consul at Mobile, who placed a large sum of money on board of a British ship of war off that port on account of the State of Alabama, for conveyance to Havana.

I am, sir, your obedient servant,

WILLIAM H. SEWARD,
[Secretary of State.]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

WASHINGTON, *March 1, 1863.*

SIR: Her Majesty's Government has learned with great surprise and regret that a large sum of money was put on board one of her Majesty's ships off Mobile by Mr. Magee, the acting British consul, and, in compliance with a requisition made by him, conveyed in that ship to Havana and put on shore there. It appears that the money in question was placed in Mr. Magee's hands by agents of the State of Alabama and was destined to pay interest due to British subjects, and payable in London on bonds of that State. But this circumstance has not affected the view taken by her Majesty's Government of the transaction. They consider the conduct of Mr. Magee to have been entirely at variance with the duties of an agent of a neutral power, and they have directed me to inform you that, on becoming acquainted with his proceedings, they have, without any delay, sent orders to me to dismiss him from their service.

Her Majesty's Government has instructed me to say further that they greatly regret that any person in their employment should have been guilty of such conduct as that which has led to the immediate dismissal of Mr. Magee.

I have the honor to be, with the highest consideration, sir, your most obedient, humble, servant,

LYONS.

Hon. WILLIAM H. SEWARD, etc.

DEPARTMENT OF STATE,
Washington, March 2, 1863.

MY LORD: I have the honor to acknowledge the receipt of your lordship's note of the 1st instant, which informs me her Majesty's Government has learned with surprise and regret that the acting British consul at Mobile had put a large sum of money on board of a British ship of war at that port on account of the State of Alabama, and that, in compliance with his requisition, the money had been conveyed to Havana.

Your note further informs me that her Majesty's Government has disapproved the proceeding of the said consul and had, in consequence thereof, peremptorily dismissed him from the public service.

I am instructed to express to you the President's satisfaction with this prompt and just vindication by the British Government of its authority and honor, and of its determination to compel respect by its agents for the authority of the United States.

Trusting that you will communicate these sentiments to her Majesty's Government, I avail myself of this opportunity to renew to your lordship the assurance of my high consideration.

WILLIAM H. SEWARD,
[Secretary of State.]

The Right Hon. LORD LYONS, etc.

Letter from the Secretary of State to the Secretary of the Navy, regarding a change of British consular officers at Mobile.

DEPARTMENT OF STATE,
Washington, March 5, 1863.

SIR: I have the honor to state for your information that in a note of yesterday from Lord Lyons, in which he advised me that in consequence of the dismissal of Mr. James Magee from the office of acting British consul at Mobile the charge of her Majesty's consulate at that place will be placed temporarily in the hands of Monsieur Portz, vice-consul of France. His lordship also observes that he is about to request the commander in chief of her Majesty's naval forces in these seas to send one of her Majesty's ships to Mobile to convey instructions from his lordship to Mr. Magee to transfer the charge of her Majesty's consulate to Mr. Portz and instructions from the minister of the Emperor of the French to Mr. Portz to take charge of that consulate. His lordship likewise adds that he proposes to suggest to the commander in chief that the captain of the ship sent with these instructions be authorized to bring Mr. Magee away from Mobile, and to be at the same time enjoined to be careful not to take any article on board which is not bona fide a part of Mr. Magee's own personal effects.

I have to inform you that these arrangements meet with the approval of this Department.

I am, sir, your obedient servant,

WILLIAM H. SEWARD,
[Secretary of State.]

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Commodore Hitchcock, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding general matters.

U. S. S. SUSQUEHANNA,
Off Mobile, March 3, 1863.

DEAR SIR: Your kind letters have reached me, many of them of old dates. We have but few opportunities of sending to you. My official letters contain all that takes place here.

I suppose that I deserved the castigation you gave me for growling. Well, for all that, it is hard to be in the command of so inefficient a ship.

As to the court of enquiry, it is all right; you will be my principal witness. If it will only take me out of this ship before something still worse occurs I will be thankful.

The *Lackawanna* is still at Pensacola, but I hope to see her this week. Marchand is taking more time than he will allow to other vessels after he has been here a few weeks.

I think that Admiral Buchanan will use his ironclads against us before long. I am keeping the best lookout I can. Two gunboats are close in to the bar, and each sends in a boat at night when circumstances will permit. You shall have a copy of the memoranda that I give Marchand, so that the admiral and you may judge if we are doing all that should be done.

One thing must be kept in mind. This ship will be of no use after we get to Pensacola. (Has she been of any use for the last year?) Our repairs will take us weeks and weeks. The best thing for the admiral is not to look for anything from her, and then we will do all we can.

Is it not possible to have some means of communication with New Orleans? It is certainly very much needed:

The admiral cut off black lead (plumbago) from the requisition of our engineer. We require it to put in the cylinder. Please ask him to let us have it and the emery. We use the stores of this ship for any vessels that may need them, and of course have to ask for more than we alone would require.

Has anything been done about a supply of oil? If any has arrived at Pensacola I have not heard of it. Commodore Smith is very silent.

If you have not sent the coal, as you said you would try to do, it would be well to remember that this ship will take about all that is now there. It takes about 700 tons to fill us up. If the *Colorado* comes she will require a little more than a gunboat. I have said before that coal should be afloat at all times at Pensacola. I think so still. Last week the *Lackawanna* was at the wharf with the *Kleber*, and as the *L.* overlapped the dock one of our vessels was detained for coal. This should not be. When we can not take the time to repair vessels, certainly they should not have to wait to take in coal.

Why not send the *Relief* up from Ship Island to get a load of provisions, or enough to supply the vessels in the sound and the few that go to Ship Island?

The admiral has told me to send the provisions down by some of the vessels at Pensacola. I will see to it when I get there. In the meantime I have asked Commodore Smith to send a little by the *Tennessee*.

You complain that I did not tell you that the *Union* had money. The *Union* had left here for New Orleans when I wrote you by the *Nassau*. Do make the admiral understand that I only look to the wants of this part of his command; he is the judge of the wants of the other points and what can be done for this. I am very sorry that he takes the *Oneida* from us. We want more vessels, though he may not have them to send here.

I send you a letter from Emmons. The *Cuyler* and *Oneida* will not be here very soon, I think.

I have written a letter to Key West, if the *Colorado* stops there to coal and hurry up here as soon as possible. By the papers I see that she was to sail about the middle of February.

I do not wish you trouble, but am as glad as glad can be that you are in your present position. We feel the good effects already. Who will be the senior officer at New Orleans when you go up the river?

The *Pocahontas* is just in from Pensacola. Captain Gamble informs me that coal has arrived since I left. Still, send a coal vessel for us. *Lackawanna* will come here to-morrow.

Very truly, yours,

R. B. HITCHCOCK.

Captain T. A. JENKINS.

Report of Captain Marchand, U. S. Navy, commanding U. S. S. Lackawanna, regarding the destruction of a beached blockade runner.

U. S. STEAM SLOOP LACKAWANNA,
Off Mobile, March 5, 1863.

SIR: I have the honor to inform you that this morning about 5 o'clock Lieutenant-Commander S. R. Franklin, in the U. S. gunboat *Aroostook*, when at his station, 5 or 6 miles eastward of Fort Morgan, discovered a sail close to the beach trying to run into Mobile Bay.

He gave chase. The strange vessel was run ashore and the crew escaped in a boat.

By signal from Lieutenant-Commander Franklin, the *Pocahontas*, Lieutenant-Commander Gamble, joined company with the *Aroostook*, and together fire was opened on the vessel at a distance of 500 yards, and succeeded in destroying her stern frame, knocking the after part of her bottom out, leaving her a complete wreck, so that parts of her were detached and floating around, and the sea making a breach over her.

She was a sloop of 40 or 50 tons, and on her headboard was the name *Josephine*.

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

J. B. MARCHAND,
Captain and Senior Officer.

Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding measures of defense in view of the advance of the enemy toward the Mississippi River.

NEW ORLEANS, March 5, 1863.

MY DEAR SIR: We have authentic information that a considerable number of troops were recently brought over the railway from Jackson to Camp Moore, among others several Virginia and Georgia regiments. It is probable from this, and the reports from the Northern papers, that the Army of Virginia is moving toward the Mississippi. At Camp Moore they can move with equal facility upon Port Hudson, Baton Rouge, and New Orleans. If they find it safe to move upon New Orleans, it will be upon the railroad by the Pass Manchac. Among other defenses, it will be necessary to have gunboat on the lake near this pass. Can this be done?

General Emory's division will move up to-night. No news from the upper river.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Admiral FARRAGUT.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, to proceed to New Orleans on arrival of his relief.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, March 5, 1863.

COMMODORE: I have just received your dispatches sent by the supply steamer *Union* containing correspondence with the French consul, rebel officers, etc. I am glad you took occasion to remark upon the state of the weather when the English commander visited the coast, for it is evident from what recently transpired at Charleston that they are not overscrupulous in their representations of our blockade.

The *Genesee* has just arrived and will only require two days to coal, provision, and do a little caulking on her spar deck, when Commander Macomb will be sent down to relieve you; also the *Owasco*, giving you three additional vessels. Commander Macomb will be the senior officer on the coast, and Commander Read will resume his station at Sabine Pass. I then wish you to repair to New Orleans as soon as possible, although I fear you will not be here in time to aid me in the good work, but I may be delayed by circumstances a day or two longer than I anticipate, but your ship will be something to wait for in such a juncture. I have the *Lackawanna* now off Mobile to relieve the *Susquehanna*, and the *Colorado* daily expected, so that my fears on that subject are allayed, and having three vessels to send to Texas will enable me to withdraw you, at any rate for a time, to aid me in my present work.

Respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

[Commodore H. H. BELL.]

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Lewis, U. S. Navy, to proceed to Galveston as bearer of dispatch.

FLAGSHIP HARTFORD,
Off New Orleans, March 5, [1863].

SIR: You will proceed with the U. S. gunboat *Itasca* down to Sabine Pass, coast of Texas, and if your services are not immediately required there, proceed on to Galveston and deliver my dispatch to Commodore Bell and report for duty on your station.

Respectfully, etc.,

D. G. FARRAGUT.

Lieutenant-Commander LEWIS.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, proposing immediate operations in the Mississippi River.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, March 5, 1863.

DEAR COMMODORE: I have tried my best to get these gunboats down to their station so that I could have you with me in my present passage of the forts at Port Hudson, but all in vain; but they will now be accompanied by a fine vessel, the *Genesee*, Commander Macomb, so that there will be ample force to keep Galveston until we are ready for it.

Porter has allowed his boats to come down one at a time, and they have been captured by the enemy, which compels me to go up and recapture the whole, or be sunk in the attempt. The whole country will be in arms if we do not do something. The last report here is that they have captured the *Indianola*, one of Porter's ironclads. She ran down below Natchez and was attacked by four boats, the *Webb* as a ram, the *Queen of the West*, do., and two other boats, and they say they sunk her, but expect to get her up again.

You will see that our officers off Charleston deny the whole statement of the affair of the ramming, except the *Mercedita*, and they recaptured her immediately. I fear you will have difficulty in getting over the bar without the aid of a steam tug, as the water is very low; but hurry up as soon as you can, and believe me,

Very truly, your friend,

D. G. FARRAGUT.

Commodore H. H. BELL,
Commanding United States Forces, Coast of Texas.

Letter from Major-General Halleck, U. S. Army, to Major-General Banks, U. S. Army, referring to the capture of the U. S. vessels Queen of the West and Indianola.

WASHINGTON, D. C., March 5, 1863.

GENERAL: The last dispatches, received from you to-day, are dated February 23.*

* * * * *

In regard to the Mississippi River I have very serious apprehensions of the results of the capture by the enemy of the *Queen of the*

* Not found.

West and the *Indianola*. They can do no great harm to General Grant and Admiral Porter, but may to you and Admiral Farragut. I have urged the Navy Department to send the latter more vessels. I believe they are waiting for further dispatches from Admiral Porter.

Operations at Vicksburg have been greatly delayed, but from last accounts (February 27) are now progressing more favorably.

Very respectfully, your obedient servant,

H. W. HALLECK,
General in Chief.

Major-General BANKS,
New Orleans, La.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Commander Caldwell, U. S. Navy, commanding U. S. S. Essex, in preparation for the attack upon Port Hudson.

FLAGSHIP HARTFORD, *March 6, [1863].*

SIR: So soon as the *Essex* is ready for service the steamer *Reliance* will take her in tow and you will proceed to Baton Rouge, where you will assume command of the mortar boats, and you will further proceed to organize and arrange them immediately for an attack on Port Hudson, placing them to the best advantage for the purpose of shelling their batteries and their troops inside their intrenchments. So soon as the fleet passes up the river you will consider yourself the commanding officer between Port Hudson and New Orleans, and will use all vigilance to guard against the surprise of any of our vessels by steamers from above and to maintain the police of the river. You will keep the little steamer *Ida* with you for the purpose of giving notice to Commodore Morris in the event of necessity, and also see that she is prepared with grapnels to throw into any boats that may be prepared as brulots to set fire to the vessels and to tow them off.

If you find that a part of their system, telegraph to Commodore Morris from Baton Rouge to send you the *Antona*. She being an iron vessel can run into the brulots and push them on shore without risk of fire.

D. G. FARRAGUT.

Captain CALDWELL,
Commanding U. S. S. Essex.

Order from Rear-Admiral Farragut, U. S. Navy, to the commanding officer off Mobile, in the matter of the withdrawal of foreigners from that place.

NEW ORLEANS, *March 6, [1863].*

SIR: I enclose a reply from the acting French consul at this city to the vice-consul at Mobile, also a translation for your guidance, by which you will perceive that the French authorities are very particular how they assume any responsibility in the matter of aiding the French and other foreigners desirous of leaving Mobile.

You will follow my former instructions in this matter and inform them that the French authorities and myself agree very well upon

the subject. Do not permit any vessel to come out of Mobile except to put her passengers on board of a French vessel of war or vessel furnished by the French Government and under the restrictions named in my letter. The French commander here informs me that every precaution shall be taken to prevent imposition, etc., and that an officer shall be present to inspect the refugees and become answerable for them.

Very respectfully, etc.,

D. G. FARRAGUT,
Rear-Admiral.

COMMANDING OFFICER,
United States Naval Forces off Mobile.

[Enclosures.]

Translation.] CONSULATE OF FRANCE AT NEW ORLEANS,
New Orleans, March 3, 1863.

ADMIRAL: I have the honor to resort to your kindness to ask you to cause to be sent by the first favorable opportunity the enclosed dispatch addressed by me to Monsieur Portz, vice-consul of France at Mobile.

Will you accept, admiral, with my thanks, the assurance of my high consideration.

FAUCONNET, Jr.,
In charge of the Consulate.

Admiral FARRAGUT,
Commander of the Gulf Squadron.

[Translation.]

CONSULATE OF FRANCE AT NEW ORLEANS,
New Orleans, March 2, 1863.

SIR: I have received the letter which you did me the honor to address me on the 20th ultimo.

I ask nothing better than to aid you in being useful to the French colony of Mobile, but in the matter of returning to their country, of which you refer, it is impossible for me to lend you any assistance without at least having received more explicit information from you.

To commence: Have the French who desire to return to France by way of New Orleans sufficient resources to defray their own expenses as far as their definite destination? What is the number of these French? Have they regular papers of nationality which will allow me to answer for them to the military authorities? After: What flag does the steamer which they desire to charter bear?

Supposing that the captain and his crew obtained permission to pass the blockading squadron, are they certain to have from the commanding general the authority to come to New Orleans?

I take the liberty of putting these questions because, first, the suffering is already so great here among the French population, and the means of relieving it so restricted, added to my physical impossibility of aiding any return to their own country whatever, that I could not see without regret the numbers of these unfortunates increase, and perhaps the military authorities themselves will oppose the landing

of persons in this condition. Second, that the flag of the steamer in question not being, and there being no chance of its being, French, it would not belong to me to make the slightest application on this subject to the commanding general, without the authority of whom the vessel, should it carry the English flag or a flag of truce, would not be able to enter this port.

Will you accept, sir, the assurance of my very distinguished consideration.

FAUCONNET, Jr.,
In Charge of the Consulate.

Monsieur PORTZ,
Vice-Consul of France at Mobile.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the purchase of the steam tugs Reliance and Ida, for use in the Mississippi River.

No. 73.]

FLAGSHIP HARTFORD,
New Orleans, March 6, 1863.

SIR: Finding that the army tugboats are not sufficient for their own use, and that it would be impossible to keep my vessels supplied with coal and provisions up the river, and the chances of towing placed me at the mercy of towboat owners, I have purchased the steam tug *Reliance* for \$25,000, giving her owners a draft on the Department for that amount, payable ten days after sight; also the steam tug *Ida*, for \$20,000, giving her owner, S. P. Griffin, a draft on the Department for that sum.

These two tugs will enable us to get our coal and store vessels up the river with more certainty and at a less cost; in fact, I have had vessels outside for a week or ten days and could not get them towed up at any price.

With the hope that these two purchases will be approved by the Department,

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Marchand, U. S. Navy, commanding U. S. S. Lackawanna, regarding the escape of a sailing vessel into Mobile Bay.

U. S. STEAM SLOOP LACKAWANNA,
Off Mobile, March 7, 1863.

SIR: I have the honor to inform you that about half past 10 o'clock last night, from the *Aroostook*, stationed in shore, and to the eastward of Fort Morgan, a small sailing vessel was seen near the beach running for Mobile Bay.

The *Aroostook's* cable was slipped, chase given, and fire opened upon her without success.

The *Pocahontas* also gave chase, but as the wind was moderately fresh from the southeast and an ugly sea tumbling in, the fire was

uncertain, and as the water shoaled on approaching Fort Morgan the chase was abandoned and the vessel succeeded in entering Mobile Bay.

Very respectfully, your obedient servant,

J. P. MARCHAND,
Captain.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, to be followed during the absence of the former from the Lower Mississippi.

FLAGSHIP HARTFORD, March 9, 1863.

COMMODORE: During my absence you will assume the control of all naval matters in the Lower Mississippi and the vicinity of New Orleans, extending your jurisdiction over Lake Pontchartrain and as far as Ship Island, where Lieutenant H. A. Adams is in command of the *Vincennes*, and who, I think, will faithfully execute any orders that may be sent to him should you require either of the vessels there for duty in Lake Pontchartrain.

You will open all my dispatches, taking out such as you can execute and reserving such others for my decision. You will assign Lieutenant-Commanders Law and Wilson some temporary place to reside until they can be brought before a court for the investigation of their conduct at Galveston, which will be done as soon as the exigencies of the service will permit.

I have assigned Commander Caldwell, in the ironclad *Essex*, the command at and above Baton Rouge for the protection of the river, and also the command of the mortar boats and the steamer *Sachem*, and have directed him to keep the steamer *Ida* for the purpose of conveying intelligence to you whenever it should be necessary. He can communicate with you by telegraph from Baton Rouge and thereby save the expenditure of much coal. I shall direct him to keep in the close proximity of Port Hudson until the return of the fleet from above. Should any important dispatches arrive for me before my leaving Baton Rouge you will send them up to me by an officer and telegraph me on the subject.

You will give your attention to the outside fleet as far as keeping them supplied with coal and provisions. Should funds arrive, you will take charge of them for the use of the squadron and issue them in proportion to the necessities of the case and not beyond it. You will go on with the sale of the prizes and the goods belonging to them as heretofore directed by me. You will cooperate with the commanding general in all cases for the interests of the country.

D. G. FARRAGUT.

Commodore HENRY MORRIS.

[Telegram.]

MARCH 9, 1863.

Should Commodore Bell arrive before the fleet have left Port Hudson, direct him to come up and join me; otherwise he can make his

repairs at this place and return to the command of the forces on the coast of Texas.

When coal arrives here, send a vessel up to Baton Rouge to await our return and land the other cargoes or part as they arrive, as I find the Bureau complains very much of the amount of damages paid to coal vessels at this station.

D. G. FARRAGUT.

Commodore MORRIS.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Johnson, U. S. Navy, commanding U. S. S. Sachem, to proceed to Baton Rouge.

U. S. S. HARTFORD, *March 9, [1863].*

SIR: You will proceed up the river to Baton Rouge and there await my arrival, but in the meantime you will report yourself to the senior officer at that place.

So soon as your crew are on board and you can obtain a pilot you will proceed up the river to Baton Rouge and await further orders.

If you can not obtain a pilot let me know, and you must follow this ship up.

D. G. FARRAGUT.

Captain AMOS JOHNSON,
Of the Sachem.

Report of Captain Marchand, U. S. Navy, transmitting correspondence with French vice-consul at Mobile regarding the withdrawal of foreigners from that place.

U. S. STEAM SLOOP LACKAWANNA,
Off Mobile, March 9, 1863.

SIR: I have the honor to inform you that by the gunboat *Owasco*, which arrived this morning, I received your dispatch of the 6th instant in relation to the French subjects and other foreigners in Mobile desirous of going to New Orleans, and a letter from the French consulate in New Orleans to the French vice-consul in Mobile.

A communication had been prepared for the latter (a copy of which I enclose, marked "A") and the communication and letter about being sent inside the bar by a flag of truce, when a small Confederate steamer (*William Bagley*) was observed coming out under a flag of truce, having, independent of the Confederate, a French flag flying.

The object of the flag of truce was to bring Mr. Massendorff, secretary to the French consulate, with a letter from the French vice-consul, Monsieur Portz, to Commodore Hitchcock, asking if he would feel authorized to take the refugees on board of the blockading vessels. (The original of the communication I herewith send, marked "B.")

Mr. Massendorff, being authorized, opened the dispatches to the consul. He acknowledged my inability to comply with the request to take off the refugees, and deemed that a written reply to Mr. Portz's letter to Commodore Hitchcock was not required.

Herewith I send a letter from the vice-consul at this place to the consul at New Orleans, also a letter from the British consul at New

Orleans, brought by Mr. Massendorff, with a request that they might be sent to their destination.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

[Enclosure A.]

U. S. STEAM SLOOP LACKAWANNA,
Off Mobile, Ala., March 9, 1863.

SIR: I have the honor herewith to enclose you a communication from the French consul at New Orleans, addressed to you, which to-day was received from Admiral Farragut.

The admiral advises me that it is in relation to the desire of a number of French citizens and other foreigners to leave Mobile and go by sea to New Orleans.

Permit me, monsieur, to state that I have been instructed by the admiral not to permit any vessel to come out of Mobile except to the bar to put her passengers on board of a French vessel of war or vessel furnished by the French Government for that purpose, and under the restrictions named in a communication to you from Admiral Farragut dated New Orleans, February 28, 1863.

I am further instructed to say that the French authorities at New Orleans and the admiral agree very well on the subject.

Accept, sir, the assurance of my respect,

J. B. MARCHAND,
Captain.

Monsieur Portz,
Vice-Consul of France, Mobile.

[Enclosure B.]

MOBILE, *March 7, 1863.*

SIR: You have undoubtedly read the answer of the Rear-Admiral Farragut to my demand of sending a steamboat to New Orleans with foreigners.

He is disposed to permit it, but only if that transportation is to take place by a French man-of-war, which is impossible, of course.

But, as I remember the kind disposition you showed to me in that affair, when I had the pleasure to visit you, I will take the liberty of demanding [asking] you, if you should feel authorized, to take on board of one of your vessels the said passengers to New Orleans.

If you think my demand can be admitted, I will feel happy, and you will render an immense service to those foreigners so anxious to return to their native country.

The bearer, Mr. Massendorff, will bring the answer you will be so kind as to write to me.

Your most obedient servant,

PORTZ,
The French Vice-Consul in Mobile.

Commodore HITCHCOCK,
Commanding U. S. Naval Forces off Mobile.

Report of Captain Marchand, U. S. Navy, of the return of the U. S. S. R. R. Cuyler to the Mobile blockade.

U. S. STEAM SLOOP LACKAWANNA,
Off Mobile, March 9, 1863.

SIR: I have the honor to advise you that the *R. R. Cuyler*, Captain Emmons, arrived here yesterday from Key West and resumed duty on the blockade of this place.

The *Cuyler* left the *Colorado* at Key West coaling, to leave in four or five days for this place.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, commanding U. S. S. Richmond.

U. S. FLAGSHIP HARTFORD,
New Orleans, March 9, 1863.

SIR: You will proceed in the U. S. S. *Richmond*, under your command, to Baton Rouge, La., and await my arrival.

Respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
Commanding U. S. S. *Richmond*, New Orleans.

Order of Commodore Hitchcock, U. S. Navy, to Captain Marchand, U. S. Navy, senior officer off Mobile, regarding general matters.

U. S. S. SUSQUEHANNA,
Pensacola, March 10, 1863.

SIR: I have received Admiral Farragut's dispatch by the *Owaseo*. Should the *Oneida* arrive at Mobile you will please order Captain Hazard to proceed here with his ship without delay.

On the arrival of the *Colorado*, please inform Captain Goldsborough of the great necessity of a careful expenditure of coal and oil.

But very few of the articles on the *Pinola's* requisition are in store. Such as can be had will be sent down.

I will send down some of Parrott shells for the 20 and 30 pounders, which you can distribute to take the place of the Hotchkiss and Schenkle shells.

If the *Colorado* brings dispatches for the admiral, and they can not be at once forwarded to him, send them to me.

Please report the amount of money you have on board; also ask Captain Goldsborough to do the same.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,
Comdg. Division, Western Gulf Blockdg. Squadron.

Captain J. B. MARCHAND,
Senior Officer off Mobile.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Hart, U. S. Navy, commanding U. S. S. Albatross, regarding delay from mistaken signal.

MISSISSIPPI RIVER, *March 10, 1863.*

SIR: Your signal was a mistake and [was] misunderstood. Your order was to follow my motions. If I had wished you to remain with the *Winona* I would have said so. Come up the river and report to me as soon as possible. This mistake causes me a day's delay.

Very respectfully, etc.,

D. G. FARRAGUT.

Lieutenant-Commander JOHN E. HART,
Albatross.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Watters, U. S. Navy, regarding transfer of command.

BATON ROUGE, LA., *March 12, [1863].*

You are hereby detached from duty on board the U. S. steam sloop *Monongahela* and you will relieve Lieutenant-Commander M. Haxtun in the command of the U. S. gunboat *Kineo*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander JOHN WATTERS,
U. S. Steam Sloop Monongahela.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Caldwell, U. S. Navy, commanding U. S. S. Essex, warning him against expected attack by boarding upon the vessels at Port Hudson.

BATON ROUGE, LA., *March 12, [1863].*

As soon as your vessel is ready for service, you will proceed up to the head of Profit Island. The *Genesee* and *Albatross* and all the bomb vessels will take their proper position near the same point.

The steamer *Dr. Battie* [*Beatty*], with about 400 men and protected by 900 bales of cotton, and another steamer are reported to be at Port Hudson, intending to attack our vessels by boarding. Be prepared to give them a warm reception.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander C. H. B. CALDWELL,
Commanding U. S. Ironclad Essex.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Macomb, U. S. Navy, commanding U. S. S. Genesee, to take position with the bomb vessels off Profit Island.

BATON ROUGE, LA., *March 12, [1863].*

When the *Essex* makes her appearance at Profit Island you will proceed with the vessel under your command and the *Albatross* to

near the head of that island and will place the bomb vessels in their proper positions.

The steamer *Dr. Battie* [*Beatty*], manned by 400 men and protected by 900 bales of cotton, and another steamer are reported at Port Hudson, and are said to intend to carry our vessels by boarding. Be prepared to give them a warm reception.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding U. S. Gunboat *Genesee*.

Report of Commodore Bell, U. S. Navy, regarding the cause of his detention at Galveston.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 12, 1863.

SIR: The *Itasca* arrived on the 8th with your dispatch of the 5th instant, directing me to join you in the *Brooklyn* as soon as the *Genesee*, Commander Macomb, shall have arrived off Galveston to relieve me. Neither that vessel nor the *Owasco* has yet appeared.

* * * * *

The day being fine I looked into the harbor this morning; saw five steamboats, four schooners, one bark. I neither see nor hear anything of the *Harriet Lane*. She is still in Buffalo Bayou at Harrisburg. Their fortifications are being pushed with zeal, worked upon by blacks. I see but very few soldiers about their forts.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Johnson, U. S. Navy, commanding U. S. S. Katahdin, to proceed to New Orleans for repairs to that vessel.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 12, 1863.

SIR: As soon as you are ready, get underway and proceed to New Orleans and report to the senior naval officer there present for the necessary repairs upon the boilers of the *Katahdin*.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander P. C. JOHNSON, JR.,
Commanding U. S. Gunboat *Katahdin*, off Galveston, Tex.

Letter from the chief clerk of the Navy Department to Rear-Admiral Farragut, U. S. Navy, transmitting his commission.

NAVY DEPARTMENT, March 13, 1863.

SIR: The President of the United States, by and with the advice and consent of the Senate, having [appointed] you a rear-admiral on the active list in the Navy from 16th of July, 1862, I have the pleasure to enclose herewith your commission, dated 9th of January, 1863, the receipt of which you will acknowledge to the Department.

I am, respectfully, your obedient servant,

WM. FAXON,
Chief Clerk.

Rear-Admiral DAVID G. FARRAGUT, U. S. Navy,
New Orleans, La.

Report of Acting Master Lamson, U. S. Navy, commanding U. S. schooner Kittatinny, regarding the capture of the sailing vessel D. Sargent.

U. S. GUNBOAT KITTATINNY,
Off Galveston, Tex., March 14, 1863.

SIR: I have to report that on the morning of the 12th instant a sail was discovered under our lee about 10 miles distant, which, after a chase of some hours, we succeeded in bringing to. She proved to be the *D. Sargent*, from Galveston to Honduras, with 51 bales of cotton.

I send her this day to New Orleans in charge of Acting Master L. H. Partridge.

Enclosed please find certified list of officers and crew attached to this vessel at time of capture.

I am, sir, respectfully, your obedient servant,

C. W. LAMSON,
Commanding *Kittatinny*.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Lewis, U. S. Navy, commanding U. S. S. Itasca, to blockade Matagorda and Lavaca on lookout for Mexican schooner.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 14, 1863.

SIR: At 7 p. m. of to-day proceed down the coast as far as Pass Cabello [Cavallo] and blockade the ports of Matagorda and Lavaca and the adjacent coast until the return of the bark *Arthur* or the arrival thither . . . some other vessel for blockade service. A large three-masted Mexican schooner is reported to be at Matagorda loaded with cotton.

When one of the blockading vessels arrives to take her place there you will please return to this station.

It is said that the bottom near that pass is quicksand, but will be found firmer, light-house bearing to the northward of west. The

light-house is painted in three sections, the lower white, middle black, top red. It can be seen from the deck when in 11 fathoms and bearing W. N. W.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander R. F. R. LEWIS,
Commanding U. S. Gunboat *Itasca*, off Galveston, Tex.

*Memorandum from Commodore Bell, U. S. Navy, to Commander Mul-
lany, U. S. Navy, regarding affairs on the coast of Texas.*

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 14, 1863.

DEAR SIR: This memorandum of things about Galveston may be of service to you.

1st. Bark *Brilliant* to an anchor off the bar, is chartered at \$75 per diem, and has about 170 tons coal on board for the squadron. She should be discharged as soon as the coal can be taken out by the gunboats.

2d. The U. S. bark *Arthur*, Acting Volunteer Lieutenant T. F. Wade, commanding, blockades Aransas, and U. S. schooner *Kittatinny* (three masts), Acting Master C. W. Lamson, commanding, was on blockade off Lavaca and Matagorda. She has been sent to Pensacola for repairs, and I have dispatched thither the *Owaseo* to look out for that coast until the arrival of some sailing vessels to take that duty. The gunboats belong properly to this part of the coast. The admiral informed me that the bark *W. G. Anderson* and mortar schooner *Henry Janes* are ordered down to blockade. The *Anderson* or the schooner *Rachel Seaman* should take the place of the *Kittatinny*. The *Arthur* wants water, and has been ordered to come here to be supplied by the *Brooklyn* or the *Genesee* and gunboats. The schooner *Henry Janes* might be placed on blockade here or at Velasco.

3d. Officers observe from the mastheads several vessels in Galveston waters, viz: In East Bay (to the right of light-house) one bark, yards down. One black steamer which they take for a sea steamer; she has been there several weeks, disappears occasionally. The ram *Bayou City* was observed to have her in tow a few days ago. There is one veritable ram called *Bayou City*; she is the only boat having but one chimney; three steamboats, barricaded with cotton and called rams; three river steamboats and ten or twelve schooners from 100 tons down to 10 tons; one brigantine, yards down, and a hulk employed building a new railroad bridge 2 miles S. W. from present bridge.

4th. They are extending the track of railroad to the new bridge; have a battery of two guns at this end of present bridge and an encampment there of about 200 men.

5th. Land defenses of harbor consist of one earthwork on Pelican Spit mounting six guns (believed to be "quakers," because of their prominence); one carefully constructed earthwork on Fort Point mounting eight guns, one or more being X-inch. This fort commands the lower harbor. A telegraph and railway connects with the city.

One battery is being built on piles in imitation of those at Dog River Bar, Mobile, situate at the narrowest part of harbor, 1 mile distant from Fort Point; another battery, almost complete, situate a little to the north of the city. I call this "new battery." One ironclad battery of two guns left by Commander Renshaw at lower end of city near Old Hospital (north end); one earthwork of two guns left by Commander Renshaw at the upper end of city (west end).

Torpedoes are believed to be planted in the entrance to the harbor at Fort Point, where steamboats and rowboats were observed to be diligently working at one time. The foregoing are the defenses for the harbor of Galveston. Besides these, they have defenses on the Gulf side of the city, to prevent the city being shelled with impunity, viz: One earthwork in the angle of the city, north end, at the Old Hospital, and apparently connected with the ironclad battery before referred to. Also one ironclad battery with port shutters at the south point of the city, mounting two rifles. A large brick building, having many windows, lying near this ironclad, flies a yellow flag. It is a nunnery and hospital. I said I would not fire into it, though that would be unavoidable in battle. These batteries were left intact by Commander Renshaw, and one or two guns are said to be established to the eastward and to the westward of this battery. This ironclad battery can be flanked on the south side by gunboats, and blown down whensoever it is desirable to attack the city for occupation or to destroy it. It may be flanked on the east also by gunboats, but the battery at Old Hospital in the lower part of city should be silenced at the same time or engaged. The weak points of these batteries should not be assailed until the time of attack is made for capturing the city.

6th. The *Harriet Lane* has not been seen (although she was reported to be in sight time and again) since the 18th January, when the water rose very high in the bay. It is reported by refugees that she was towed up to Harrisburg on that high water, they did not know for what purpose, but said it was reported her machinery would not work. The officers of a prize captured on the 12th instant state that she lies above Red Fish Bank [Bar], her masts being out. She may be the steamer which we see sometimes near the bark in East Bay. To return to the harbor she will require an extraordinary rise of water. Her guns were taken out and put into the batteries, refugees say. The admiral asks where could the rebels have obtained all their guns for mounting their batteries.

They took from the *Lane* and *Westfield* 1 X-inch, 4 IX-inch, 4 32-pounders of 57 hundredweight, 1 50-pounder rifle, 1 30-pounder rifle, 2 24-pounder howitzers, and are known to have had a strong battery at Virginia Point.

It is agreed between General Magruder and myself that when I shall desire to communicate by flag of truce, I shall display the white flag near the beacon, and he will then send out. If my boat shall approach too near him, he will warn it with a blank cartridge, and then if it persists, he will fire a shot. Their flags [of] truce come out in schooners, and I send in a boat with white flag to meet it near the beacon. If I go they will find a pretext to come out and look at you. A good one they have, viz: They wrote that they would send the private property on board of late Acting Master Monroe, of *Harriet Lane*, who died of wounds. I replied that I would be

glad to receive it. They have seen the *Owasco* and know all about her. I would keep them away from the *Genesee*, giving her out an ironclad. The *Sciota* and *Cayuga* are blockading Sabine.

Lieutenant-Commander Read will be sent immediately to command there. The *Sciota* or *Cayuga* may be recalled at your discretion, leaving one in company with the *New London*. Lieutenant-Commander Lowry, under date of 10th instant, reports that a ram came down toward the *Sciota* and *Cayuga* and fired several shots at them, falling short. The admiral enjoins husbanding coal. In the presence of rams ready to come out, this would not be wise economy, in my judgment, but they are not likely to make a move outward unless the sea be very smooth and weather favorable.

April 1.—I find it necessary to go to New Orleans or Pensacola to have repairs put upon the *Brooklyn*.

You will please take charge of the blockade of the coast of Texas including Sabine Pass. The vessels employed on that service at present are the *New London*, Lieutenant-Commander Read, at Sabine Pass, and the *Cayuga*, Lieutenant-Commander McDermut, at Sabine Pass.

Off Galveston, gunboat *Owasco*, Lieutenant-Commander J. Madigan, jr.; gunboat *Sciota*, Lieutenant-Commander R. B. Lowry; gunboat *Itasca*, Lieutenant-Commander R. F. R. Lewis; steamer *Bienville*, Commander J. R. M. Mullany.

Off Pass Cabello [Cavallo] or Lavaca, schooner *Rachel Seaman*, Acting Volunteer Lieutenant Quincy A. Hooper.

Aransas and Corpus Christi, none, the bark *Arthur* having left there to have damages repaired. The first vessel coming out should be sent there.

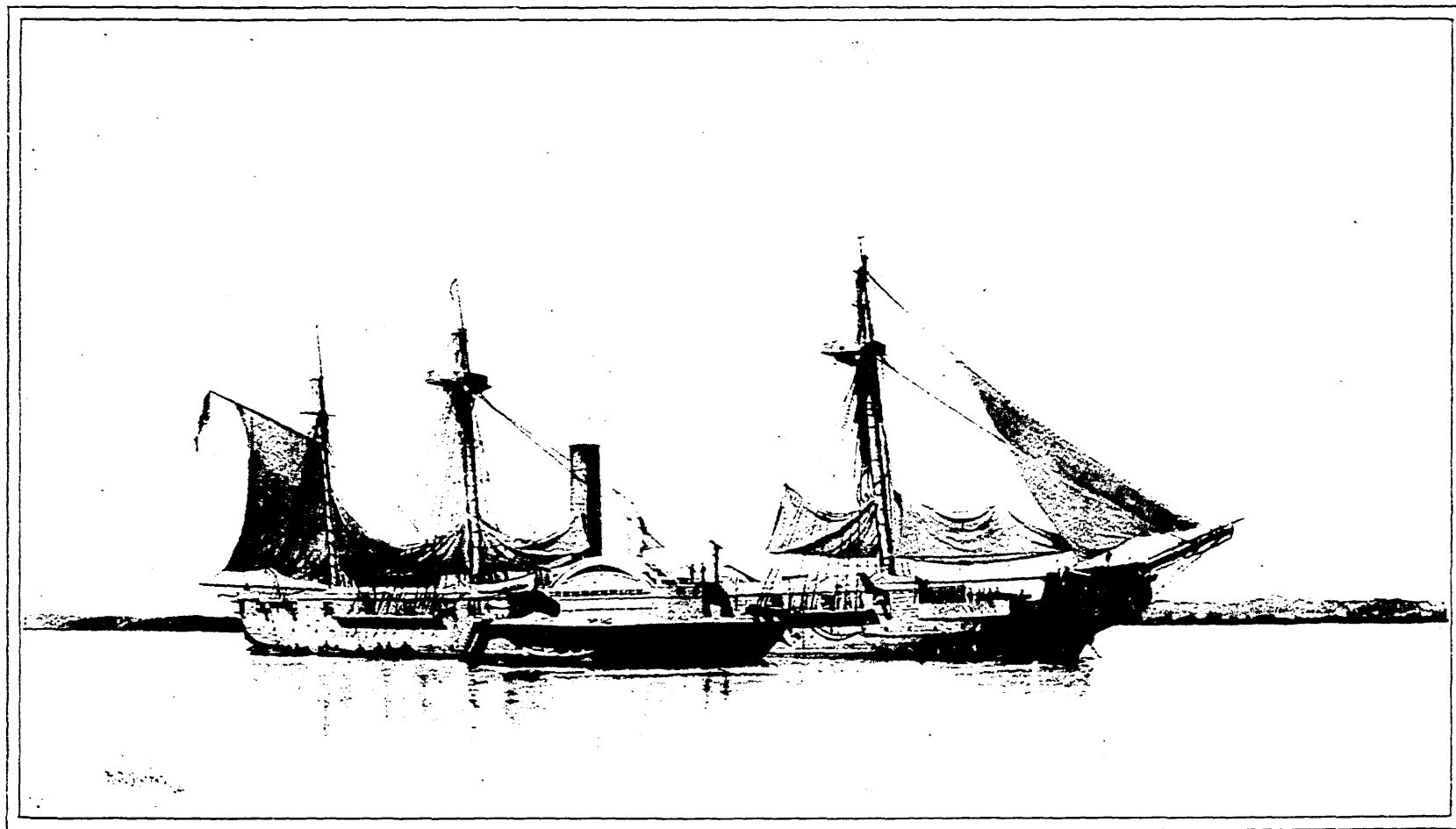
Off Velasco, none.

Commodore Morris informs me that he will send down a supply of coal. The best mode of supplying the gunboats at Sabine will be to send a gunboat from here to relieve one there for her to come down, coal, and provision. Then she to return and send the other. The admiral expects Lieutenant-Commander Read to be in command at that point. The *Rachel Seaman* has not more than thirty days' bread and six weeks' of other provisions, 42 souls all told. Four or five schooners are reported to be in Brazos St. Jago [Santiago] and 3,500 cotton bags at Lamar, on Aransas Bay. When a vessel can be spared to go to the Rio Grande one should be sent under a regular officer. Upwards of ninety vessels of all nations are there trading with a neutral port, and they have been tolerated therein, perhaps, because of the treaty difficulties in the way, but the Texans there threaten to take one of the river boats running under Mexican colors and convert her into a cotton ram. They say, however, that she could never cross the bar at night. It is apprehended that they may possess themselves of one of the many steamers visiting that anchorage to fit her out as a privateer.

Very respectfully,

H. H. BELL,
Commodore.

Commander J. R. M. MULLANY,
U. S. S. Bienville, Commanding off Galveston.



UNITED STATES STEAMER MISSISSIPPI.

Passage of Port Hudson, night of March 14, 1863.

[Telegram.]

U. S. FLAGSHIP HARTFORD,
Below Warrenton, Miss., March 19, 1863.
 (Via Cairo, Ill., 27th. Received 6 p. m., 27th.)

SIR: I have to report that the *Hartford* and *Albatross* passed the rebel batteries at Port Hudson during the night of the 14th instant, with the loss of 2 men killed and 2 wounded. The other vessels did not pass, from some cause which is as yet unknown to me. I learn from rebel papers that the *Mississippi* was destroyed. At Grand Gulf a rebel battery of four rifled pieces engaged us this morning (19th), but we passed up, losing 2 men killed and 6 wounded. We arrived off Warrenton at 4 p. m. this day.

Very respectfully,

FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

BATON ROUGE, LA., *March 15, 1863.*

(Received South West Pass, La., 15th; New York, 10:20 a. m. 23d.)

Commodore Farragut, leading in the *Hartford*, passed the Port Hudson batteries last night at 11 o'clock with his fleet. Steamer *Mississippi* ran aground, was abandoned, and burned. Firing on both sides rapid and severe.

Army within 5 miles of enemy's works, in good spirits, and bound to win. Cavalry skirmishes only fighting yet.

CHAS. S. BULKLEY,
Captain, Asst. Supt. Mil. Telegraph, Dept. of the Gulf.

Colonel ANSON STAGER.

Detailed report of Rear-Admiral Farragut, U. S. Navy.

No. 81.]

FLAGSHIP HARTFORD,
Off Mouth of Red River, March 16, 1863.

SIR: It becomes my duty again to report disaster to my fleet, although I know neither the extent nor the attendant circumstances. I shall, therefore, confine my report to those facts which came under my own personal observation.

On the morning of the 13th instant, off Baton Rouge, I inspected the ships of my command, to see that all the proper arrangements had been made for battle, etc., and, I am happy to say, found everything well arranged and the ships well prepared in every respect. My general order (A) had been previously written and delivered to each commanding officer, for his guidance in passing Port Hudson. I had had a consultation with General Banks in the morning and he informed me that he was ready to move against Port Hudson immediately and make a diversion in my favor, and attack the place if he found it practicable, etc.

At 4 p. m. I signalized to the fleet to get underway and we proceeded up the river to near Profit Island. Early the next morning (14th) we proceeded on up to the head of Profit Island, where we found the *Essex* and the mortar boats all lying ready for their work. I called all the commanders on board of this ship and consulted Commander Caldwell as to the batteries, his information connected with the place, and the character of the steamers we saw above. (They were five in number, two cotton rams for boarding our gunboats, and the others river steamers, transports, etc.) I also directed the mortar boats to commence firing, in order to get their ranges, which they did, but finding the distance too great I directed them to move half a mile nearer. We conversed freely as to the arrangements and I found that all my instructions were well understood and, I believe, concurred in by all.

The gunboats were assigned to the ships according to their speed, giving the *Richmond* (she being the slowest ship) the *Genesee* (she being the most powerful and the fastest gunboat). The stations of the others will be seen in the diagram annexed to my general order (A).

After a free interchange of opinions on the subject, every commander arranged his ship in accordance with his own ideas. I had directed a trumpet fixed from the mizzen-top to the wheel on board of this ship, as I intended the pilot to take his station in the top, so that he might see over the fog or smoke, as the case might be. To this idea and to the coolness and courage of my pilot, Mr. Carrell, I am indebted for the safe passage of this ship past the forts.

At 5 p. m. (14th) I received a dispatch from General Banks announcing that his command was at the crossroads and all ready to move upon Port Hudson. In reply I informed him that I hoped to have passed at midnight. At dusk I made signal to the gunboats to take the stations assigned to them. At 9 p. m. I made signal for the fleet to weigh, but from some cause or the other the *Mississippi* and *Monongahela* did not come up to their stations, although they answered the signal. At 10 p. m. the tug *Reliance* came alongside and I sent her to order them to close up, and as soon as I could see the vessels in position we went ahead. My instructions to Commander Caldwell were not to open fire until the enemy opened upon us. I think we took them by surprise somewhat, as they did not open fire upon us until we were abreast of a large light placed on the opposite side to guide their fire. There the lookout threw up rockets and a battery soon opened upon us, at about 11:20 p. m., but did not answer our broadside. Commander Caldwell, of the *Essex*, now opened in fine style, and the mortar boats did their duty in the most handsome manner, keeping up their fire until 2 or 3 o'clock in the morning. This ship moved up the river in good style, Captain Palmer governing with excellent judgment her fire according to circumstances, stopping when the smoke became too dense to see and reopening whenever a fresh battery fired upon us, but we always silenced their battery when we fired. At last the current from around the point took us on the bow and threw us around, almost on shore, but backing the *Albatross*, and going ahead strong on this ship, we at length headed her up the river. The upper batteries now opened on us and we could only reply with the two guns on the poop, a IX-inch and a 30-pounder Parrott rifle, but they both did their duty well.

When we rounded the bend I saw the *Richmond*, as, indeed, I had done whenever during the action the smoke was not too dense, and I thought that she was following us in fine style, as I could see the effect of each of her broadsides upon the batteries. Great, however, was my surprise when I found that she did not come up after we had rounded the point, but my fears were not excited until sufficient time had elapsed for the other vessels to join us.

I soon saw a vessel on fire and apparently grounded, and I feared she was one of ours. I next saw her drifting down the river with her guns going off and the shells exploding from the heat. We now arrived at the conclusion that one or more of the vessels had met with disaster and the rest had dropped down the river again. The firing ceased about this time (2 a. m.), and near 4 a. m. (15th) the burning vessel blew up with a great explosion.

The nature and details of this disaster will doubtless be communicated to you by the senior surviving officer below Port Hudson, in command of the fleet.

In conclusion I can only say that I know not how far I am responsible for this sad affair, but I take it for granted that, as the flagship came safely through and saw the others following, the disaster must have been caused by an accidental shot disabling a vessel, and the others stopped to assist her, instead of coming through and letting one of the gunboats take her down; but I have too high an estimation of each and of every one of the officers commanding those vessels to imagine for a single instant that everything in their power was not done to insure success. The only fear I had was getting ashore in rounding the bend.

I assigned no gunboat to the *Mississippi* for two reasons: First, I had but three gunboats; second, she being a side-wheel steamer, could not take one alongside to advantage; and, in fact, with the exception of the assistance they might have rendered the ships if disabled, they were a great disadvantage.

If in this effort to come up and cut off the enemy's supplies from Red River and recapture the *Indianola*, misfortune has befallen some of our vessels, I can only plead my zeal to serve my country, and the chances of war, and I felt that my orders of October 2, 1862, fully justified me in doing what I should have done two months ago, but for the disasters at Galveston and Sabine Pass, the strong force of the enemy at Mobile, and the inadequacy of my force to meet all these contingencies.

I therefore have the satisfaction of knowing that I acted to the best of my judgment, and hence am only answerable for the imperfection of that judgment.

Concerning the *Hartford*, I can not speak too highly of her captain, officers, and crew. All did their duty as far as came under my observation, and more courage and zeal I have never seen displayed. The officers set a good example to their men, and their greatest difficulty was to make them understand why they could not fire when the smoke was so dense that the pilot could not see to navigate.

I had two pilots, Mr. Thomas R. Carrell and Mr. I. B. Hamilton. The first named passed Vicksburg with me, and my main reliance was placed upon him, for I knew his great good qualities of courage and skill, and he never disappointed me for a single moment. Mr.

Hamilton also conducted himself with great steadiness and was a valuable aid to Mr. Carrell.

Captain T. A. Jenkins, captain of the fleet; Mr. E. C. Gabaudan, my secretary; and Mr. Loyall Farragut, who acted as signal officer, assisted by Mr. Palmer, Captain Jenkins' clerk, were all at my side on the poop deck and exerted themselves to render every assistance in their power.

I shall only mention the officers and crew of this ship in general terms, leaving it to Captain Palmer to speak of them more specifically, according to their merits. To the good firing of the ships we owe most of our safety, for, according to my theory, the best way to save yourself is to injure your adversary, and, although we received some ugly wounds, our casualties were small, as we only lost 1 man killed and 2 slightly wounded, and they were both at their guns again in a few minutes, as ready and as willing, if not quite so able as before, to do their duty.

The *Albatross* being the most vulnerable of the gunboats, and her speed being about equal to that of this ship, was assigned to her, and although it was not in Lieutenant-Commander Hart's power to do much, still he did all that was in his power, and whenever he could bring a gun to bear, ahead or astern, on the port side, it was instantly fired. She suffered to the same extent as this ship, losing 1 man killed, but none wounded.

I have the honor to enclose the fleet surgeon's report (B).

All of which is respectfully submitted by,

Your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

General order for passing Port Hudson.

The ships will each take a gunboat on the port side and secure her as well aft as possible, so as to leave the port battery clear for the enemy's battery on the port side of the river going up, after we round the point opposite Port Hudson.

Each ship will keep a very little on the starboard quarter of her next ahead, so as to give free range to her chase guns without risk of damage from premature explosion of shrapnel or shells.

The captains will bear in mind that the object is to run the batteries at the least possible damage to our ships, and thereby secure an efficient force above for the purpose of rendering such assistance as may be required of us by the army at Vicksburg, or if not required there, to our army at Baton Rouge.

If they succeed in getting past the batteries, the gunboats will proceed up to the mouth of the Red River and keep up the police of the river between that river and Port Hudson, capturing anything they can. Should any vessel be disabled so that she is unable to pass Port Hudson, she will use the gunboat to the best advantage. If the captain thinks he can get by, try it; if he thinks not, let the gunboat drop her down below the range of the batteries. If both

are disabled, then club down with a light anchor, or use the sails, as in his judgment may seem best, but I expect all to go by who are able, and I think the best protection against the enemy's fire is a well-directed fire from our own guns—shell and shrapnel at a distance and grape when within 400 or 500 yards.

D. G. FARRAGUT,
Rear-Admiral.

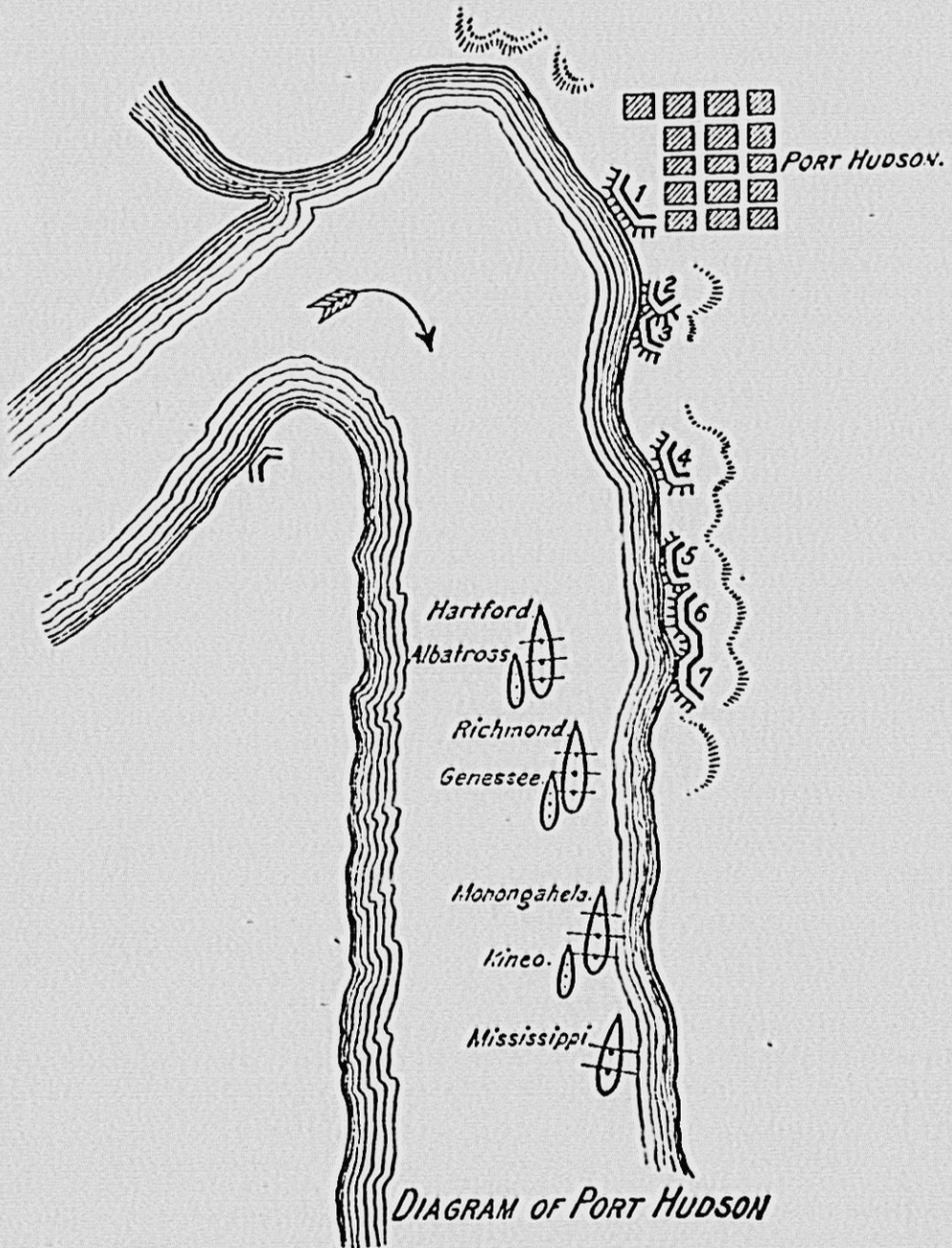


DIAGRAM OF PORT HUDSON

Memorandum for commanding officers, to accompany general order for passing the batteries.

U. S. FLAGSHIP HARTFORD,
Below Port Hudson, March 13, 1863.

Signals.

1. To get underway.—Two red lantern lights hung over the stern.
2. Answer to No. 1.—One red lantern light hung over the bow.
When underway exhibit one red lantern light over the bow.
3. *Disabled, I am.*—Two perpendicular white lantern lights to be shown where best seen.
If disabled, drop out of the line to port and display, where they can best be seen, two perpendicular white lantern lights.
4. *Discontinue the action and drop down the river.*—Coston light No. 4, all red.
If the admiral wishes to discontinue the action and drop down the river, one Coston light No. 4, all red, will be burned aft.
5. Special attention must be given to the steamers lying at Port Hudson. Shell them with the hope of setting the cotton on fire and destroying the boats.
6. Whoever is so fortunate as to get through will proceed to carry out the views contained in the general order; that is, stop the communication between Red River and the rebels on the eastern bank of the Mississippi River and communicate with the fleet and army above, and if their services are not required to assist in reducing Vicksburg, return to the mouth of Red River and keep up the blockade until the want of provisions and coal make it necessary to return to Baton Rouge. Nurse your coal with all possible care.
7. Supplies of provisions and coal may probably be obtained from the fleet and army above. Failing to obtain them there, the army below Port Hudson may find means of conveying them across the peninsula or point opposite Port Hudson. So long as supplies can be obtained the vessels above Port Hudson will remain there.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Report of Fleet Surgeon Foltz, U. S. Navy, giving list of casualties.

U. S. FLAGSHIP HARTFORD,
Off Mouth of Red River, March 16, 1863.

SIR: I respectfully report the following list of killed and wounded, in passing Port Hudson, on the night of the 14th instant:

Hartford.—Killed, Thomas F. Butler, marine. Wounded, Daniel McCarty, landsman, slightly; Frederick Carr, captain forecabin, slightly.

Albatross.—Killed, Charles Raick, captain's steward.

Total: Two killed, 2 wounded.

I am, respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Captain Palmer, U. S. Navy, commanding U. S. S. Hartford.

U. S. FLAGSHIP HARTFORD,
Mississippi River, March 16, 1863.

SIR: I have the honor to report that, agreeable to your order, the signal for the attack and passage of the batteries at Port Hudson was made at 9 p. m. The gunboat *Albatross* being assigned to this ship, had been previously lashed on our port side. As soon as you were satisfied that the other vessels of the squadron were in position, we steamed up to the contest. At 11 the lower batteries of the enemy opened fire, which we returned, and the action commenced. The night being dark and still, we soon discovered the smoke of our guns prevented the pilot from directing the course. As this was all-essential to us, I was frequently compelled (to my regret) to order our fire to cease until the smoke cleared sufficiently.

The pilot was placed in the mizzentop, conveying his orders to the wheel through a tube which had been arranged according to your suggestion. At the sharp turn of the bend our peril was most imminent, the rapid force of the current taking us upon the bow, threw us well nigh upon the enemy's batteries. By the cool and dexterous management of the pilot we were soon recovered and around the point, and though under a heavy plunging and raking fire, but four large shell struck our hull.

For the next 2 miles we could only return the fire with our stern guns, which were well served, and our loss, to my great surprise, amounted to but 1 man (a marine) killed and 2 wounded; these gallant fellows, as soon as their wounds were dressed, returned to their quarters.

The conduct of the officers and crew came also under your observation. Too much praise can not be given them for coolness and courage. I must be permitted, however, to speak of the great ability of the first lieutenant of this ship, Lieutenant-[Commander] Lewis [A.] Kimberly; to his industry, zeal, and ingenuity I greatly attribute the well-protected state of this ship; the precautions (doubtless) saved the lives of many of a gun's crew.

A shell having burst in the rail, filling the splinter nettings with splinters, which otherwise would have been thrown broadcast across the deck, to the destruction of many; and our barricades of hammocks and sails around poop, wheel, and topgallant forecastle, perhaps saved life from musketry, which was constantly fired upon us; to these arrangements, under a merciful Providence, I impute our small loss.

Respectfully, your obedient servant,

JAS. S. PALMER,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Captain Alden, U. S. Navy, commanding U. S. S. Richmond, transmitting report of chief engineer of that vessel.

U. S. S. RICHMOND,
Below Port Hudson, March 16, 1863.

SIR: I have the honor to enclose herewith the report of the chief engineer of this vessel, setting forth the injuries done to our machinery

on the night of the 14th instant. It would have been sent with the others, but Mr. Moore's attention has been so entirely engrossed in the personal superintendence of the repairs that it was found impracticable.

In my general report of our proceedings at the time referred to I had occasion to speak of Mr. Moore's services, and would again call the attention of the Department to his merits as an officer. All that he says of his assistants I can endorse most fully, and would beg leave to mention here what I regret was, from some oversight, omitted in my first report, viz: That Third Assistant Engineer [Robert] Weir, who was stationed at the bell pull on the bridge, was of the greatest assistance to me in pointing out the location of the different batteries, and although knocked down and injured by splinters, recovered himself immediately and continued unflinchingly at his post.

With great respect, I am your obedient servant,

JAMES ALDEN,
Commander and Senior Officer Present.

HON. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Detailed report of Captain Alden, U. S. Navy, commanding U. S. S. Richmond.

U. S. S. RICHMOND,
Below Port Hudson, La., March 15, 1863.

SIR: I have respectfully to report that our attempt to pass the batteries at Port Hudson last night, in company with the admiral and the other ships of the squadron, was frustrated by a shot striking the steam pipe in the vicinity of the safety valves, upsetting them both and letting off the steam. At the time this accident occurred we were in position, second in the line which the admiral was leading, and were well up with the flagship, and with her, engaging the last battery. The turning point was gained, but I soon found, even with the aid of the *Genesee*, which vessel was lashed alongside, that we could make no headway against the strong current of the river, and suffering much from a galling cross fire of the enemy's batteries, I was compelled, though most reluctantly, to turn back, and by the aid of the *Genesee* soon anchored out of the range of their guns. My noble and gallant friend, Lieutenant-Commander [A. B.] Cummings, the executive officer of the ship, was shot down at my side just before this accident occurred, his left leg being taken off below the knee by a cannon shot while he was in the bravest manner cheering the men at the guns.

Enclosed I send you a list of casualties, and also reports of injuries done to the ship by the enemy's shot. To say in the most emphatic manner that all did their duty nobly and well under the most trying circumstances that men could be placed in is but a feeble tribute to their devotion and gallantry; for more than two hours they stood to their guns and replied in the steadiest manner to the most galling fire that I have ever witnessed; not excepting the memorable passage of Forts Jackson and St. Philip.

Our difficulties in this action were heightened by the abrupt turn in the river, where the strongest of the enemy's batteries were placed, by the obscurity of the night, and the humidity of the atmosphere, this

last causing the smoke to settle around us so that we were frequently compelled to cease firing to find our way. Just before the accident to our steam pipe, a torpedo was exploded close under our stern, throwing the water up 30 feet, bursting in the cabin windows and doing other unimportant injury.

Whereas, I have said, all did their duty so well, it would almost seem invidious to designate any by name. Of Lieutenant-Commander Cummings I have spoken elsewhere, and I trust he will be promoted immediately, as a slight token of his worth and bravery. Lieutenant [Edward] Terry's services in this action can hardly be overestimated. To his consummate coolness, which I have never seen excelled, together with a quick eye, the rescue of this vessel is in a great measure due. Captain [Alan] Ramsay, who deserves special mention, in charge of the marine division of great guns, had nearly a whole gun's crew swept away by a single cannon shot. Acting Master [C. J.] Gibbs and [C. W.] Wilson, together with Ensigns [R. P.] Swann and [B. F.] Haskin, fought their guns ably and well. Master's Mate [W. R.] Cox, together with my clerk, Mr. Bogart, who acted as aid and signal officer, deserve mention too, for their promptness in carrying my orders. To Mr. [J. W.] Moore, our chief engineer, great credit is due for his management throughout the fight, and particularly after the accident to the safety-valve chest.

We shall have our injuries temporarily repaired by to-morrow, and be ready for any emergency that may arise. Before, however, we can be entirely efficient, it will be necessary to have one new safety valve and chest, all of which can be readily obtained at New Orleans.

With great respect, I am your obedient servant,

JAMES ALDEN,
Commander.

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

Report of Chief Engineer Moore, U. S. Navy, of the U. S. S. Richmond, regarding injuries sustained by machinery.

U. S. S. RICHMOND,
Below Port Hudson, March 16, 1863.

SIR: I respectfully report the following damages sustained by the machinery of this ship during the engagement with the rebel batteries at Port Hudson on the night of the 14th instant:

About 12:20 a 6-inch rifle solid shot came through the starboard side of the ship, about 4 feet above the berth deck. Inclining downward, it passed through a barricade of clothes bags and hawsers, through bulkhead of steam-drum room, shattered the starboard safety-valve chamber, grazed the valve and seat, upsetting both and letting off the steam in large volumes; it then passed through the smoke pipe about 5 inches above the steam drum, and, taking an upward and forward course, struck the port safety-valve weight, forcing it through the steam-drum room bulkhead, twisting and bending the lever at right angles, and leaving the valve somewhat opened.

The escape of steam was so great as to reduce the pressure in the boilers almost immediately to 9 pounds. Anticipating some such

accident to this exposed portion of our machinery, lines were attached to the stop valves, which enabled us to shut off the injured one without attempting an entrance to the steam-drum room, which, together with the berth deck, was filled with steam. Fires were then hauled from the furnaces of starboard boiler.

The steam so filled the fire room that it was with the greatest exertion on the part of the firemen that the fires were hauled; the men were obliged to relieve each other every two or three minutes, in which time they would become completely exhausted from the effects of steam and the hot fires we had in the furnaces. [Matthew] McClelland, [J. E.] Vantine, [John] Rush, and [John] Hickman deserve particular mention.

I consider it my duty to bring to your notice the valuable assistance rendered me by First Assistant Engineer Eben Hoyt, who, during the whole engagement, was actively employed wherever most required, until, after having penetrated the steam several times while superintending the hauling of fires, trying to ascertain the extent of injury, etc., he was finally led away completely exhausted and fainting.

We will be able to finish the repairs by to-morrow sufficiently well to carry 15 pounds of steam, until a new safety valve and chamber can be procured and fitted to the starboard boiler.

Very respectfully, your obedient servant,

JNO. W. MOORE,
Chief Engineer.

Captain JAMES ALDEN,
Commanding U. S. S. Richmond.

Report of Carpenter Dixon, U. S. Navy, regarding damages sustained by the U. S. S. Richmond.

U. S. S. RICHMOND, *March 15, 1863.*

SIR: I respectfully beg leave to report the damage received by this ship, in hull, etc.

One shot struck front of cutwater, cutting away martingale guy; one struck starboard bow, passed through between decks; one came through No. 1 gun port on starboard side, starting forward transom of gun carriage, burst, scarring the deck. One shot passed through starboard forward waist boat, cutting off the gunwales on both sides. One shot cutting davit of starboard waist boat nearly off; another cutting away the rudder and part of sternpost. One solid rifle shot passed through side, under No. 8 gun port, through steam pipe and smoke pipe, breaking down bulkhead. One shell struck under main chains, cutting away two chain plates, exploding in the side, tearing off ceiling, one piece of shell going through the barge.

One shot cutting spare main topsail yard in two, cutting off hammock rail, shattering netting, passed across the deck, striking spanker boom and poop rail, breaking awning stanchion. One shell passed through side between 11 and 12 gun port, exploding, scarring the deck, knocking away stanchion under poop, through bulkhead and captain's office. One shot in side, under starboard quarter; one in side on starboard bow, 2 feet above water line; two shots through port waist

boat; one through mainmasthead, 6 feet above the top, cutting away one-half of the strength of mast; another scarred foremast head.

The above received during the engagement at Port Hudson.

I have the honor to be, your obedient servant,

H. L. DIXON,
Carpenter.

JAMES ALDEN, Esq.,
Commanding U. S. S. Richmond.

Report of Boatswain Choate, U. S. Navy, regarding damages sustained by the U. S. S. Richmond.

U. S. S. RICHMOND,
Off Port Hudson, La., March 15, 1863.

SIR: I respectfully beg leave to report the injuries sustained by this vessel during the action of the night of the 14th instant off Port Hudson:

In the boatswain's department, inner and outward bobstays shot away; back ropes cut through by shot. Fore-topsail halliards and traveler shot away; port forward fore-topmast backstay shot away; chain slings of main yard shot away; starboard maintopsail lift shot away; one shroud port maintopmast rigging shot away; one water whip and blocks shot away.

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

ISAAC T. CHOATE,
Boatswain.

JAMES ALDEN, Esq.,
Commanding U. S. S. Richmond.

Report of Gunner Thayer, U. S. Navy, U. S. S. Richmond.

U. S. S. RICHMOND,
Below Port Hudson, La., March 15, 1863.

Report of number of rounds fired during the action of Saturday night, March 14, 1863: 125 charges IX-inch, 10 pounds, or 1,250 pounds powder; 7 charges 6-inch, 7 pounds, or 49 pounds powder, 80-pounder rifle. Shell: 90 shell, 5-second, IX-inch; 25 stand of grape, IX-inch; 7 shell, 6-inch, for 80-pounder rifle, percussion.

Respectfully, your obedient servant,

JAMES THAYER,
Gunner.

Commander JAMES ALDEN,
Commanding U. S. S. Richmond.

Report of Gunner Thayer, U. S. Navy, regarding damages sustained by the U. S. S. Richmond.

U. S. S. RICHMOND,
Below Port Hudson, La., March 15, 1863.

SIR: I respectfully report the damage sustained by this vessel in the gunner's department in the action of last evening with the Port Hudson batteries to be as follows:

The gun carriage at No. 1 port on starboard side is materially injured by shell passing through breast transom, rear transom being also badly shattered by same shell. One rammer lost overboard, also one rammer and sponge destroyed by shot. The lock and sight covers were thrown overboard, belonging to the IX-inch gun on the poop deck, by a torpedo exploding under the stern.

Respectfully, etc.,

JAMES THAYER,
Gunner.

Commander JAMES ALDEN,
Commanding U. S. S. Richmond.

Report of Surgeon Henderson, U. S. Navy, regarding casualties on board the U. S. S. Richmond.

U. S. S. RICHMOND,
Below Port Hudson, Mississippi River, March 15, 1863.

SIR: The following is a list of killed and wounded in the action with the Port Hudson batteries last night:

Killed.

1. Charles Catherwood, private marine, age 26, born Ireland, from barracks at Gosport, killed by a fragment of shell entering brain.
2. John Thompson, private marine, age 36, born Ireland, from barracks at Brooklyn, head carried off by shell or cannon shot.
3. John Howard, boatswain's mate, age 48, born New Jersey, from receiving ship *Pennsylvania*, both knee joints and right elbow shattered by fragments of a solid shot.

Wounded.

1. A. Boyd Cummings, lieutenant-commander and executive officer, left leg carried away by a cannon shot; amputation below knee joint.
 2. Thomas Nolan, private marine, right hand shattered and amputated.
 3. Joseph P. Mullin, private marine, concussion of brain, not severe.
 4. George W. Harris, private marine, contusion.
 5. Richard Lyons, captain top, contusion.
 6. Alexander Thompson, seaman, contused wound.
 7. Henry Barnes, seaman, contusion.
 8. John S. Gross, corporal marine, contusion.
 9. Robert H. Neely, corporal marine, contusion.
 10. Michael O'Neil, private marine, subluxation.
 11. Robert Staples, private marine, contusion.
 12. Edward Conover, private marine, contusion.
- These latter injuries are not severe, having occurred from splinters.

Very respectfully,

A. A. HENDERSON,
Surgeon.

Captain JAMES ALDEN.

Report of Captain Alden, U. S. Navy, commanding U. S. S. Richmond, announcing the death of Lieutenant-Commander A. B. Cummings.

U. S. S. RICHMOND,
Below Port Hudson, March 23, 1863.

SIR: It becomes my melancholy duty to inform the Department of the death of Lieutenant-Commander A. B. Cummings, late executive officer of this ship.

The fact of his being grievously wounded by the loss of his leg in the action of the 14th instant was stated in my dispatch dated the following day. He was removed immediately, by the advice of the surgeons, to New Orleans, where he died on the 18th instant, three days after he left us doing apparently very well.

In the death of this young and gallant officer the country has sustained a loss which can never be repaired. I can truly say that to me personally it has been a crushing calamity. In the hour of need he was the mainstay and support to his commander and a tower of strength to the officers and crew, who had so long and had been so used to look up to him for counsel and advice.

My feelings on this occasion have been expressed in an address which I thought it fitting and proper to deliver at a general muster on the quarter-deck of this ship, a copy of which is herewith enclosed, and which I respectfully request may be spread upon the records of the Navy Department.

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

JAMES ALDEN,

Commander and Senior Officer present.

HON. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

[Enclosure.]

Address of Captain Alden to the officers and crew of the Richmond, March 22, 1863.

With deep sorrow I call you together to announce the death of our late executive officer, Lieutenant-Commander A. B. Cummings, at New Orleans.

It has pleased God to take from among us our gallant friend in the fullness of his energies and usefulness. You all well know the importance of his services in this ship; his conscientious devotion to duty; his justice and even temper in maintaining discipline; his ability in preparing for emergencies, and his coolness in meeting them. All these qualities he brought to his country in the hour of need, and he has sealed his devotion with his life.

The fatal cannon shot struck him when he stood on the bridge cheering the men at the guns and directing their fire. He was thrown down upon the deck, but his presence of mind still remained. He said: "Quick, boys; pick me up; put a tourniquet on my leg; send my letters to my wife; tell them I fell in doing my duty." When below, he said to the surgeons, "If there are others worse hurt, attend to them first." "Nolan, are you here, too?" He enquired about "Howard," and his thoughts were directly of others and of success in the fight. When told that the noise he heard was from the escape of steam, and that the ship could no longer stem the current, he exclaimed, "I would rather lose the other leg than go back; can nothing be done? There is a south wind; where are the sails?"

Friends, the high object of our country in this war is "that peace and happiness, truth and justice, religion and piety, may be established among us for all generations." In this sacred cause has fallen the Christian gentleman whose death we now lament; in this cause have fallen all the brave men whose blood has stained these decks. We can not do our duty better, but let us at least try to do it as well.

JAMES ALDEN,
Commander and Senior Officer present.

Report of Captain Alden, U. S. Navy, transmitting report of commanding officer of the U. S. S. *Genesee*.

U. S. S. RICHMOND,
Below Port Hudson, March 17, 1863.

SIR: In forwarding Commander Macomb's report of his proceedings in the action of the 14th instant, which I have the honor herewith to enclose, I must beg leave to state that the rescue of this ship from her perilous position that night is, in a great measure, due to his coolness and intrepid conduct. I will venture to hope, therefore, that he may receive at the hands of the Department some special notice, which is always so grateful to the feelings of a gallant officer.

Respectfully, I am, your obedient servant,

JAMES ALDEN,
Commander and Senior Officer Present.

HON. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Report of Commander Macomb, U. S. Navy, commanding U. S. S. *Genesee*.

U. S. S. GENESEE, *March 17, 1863.*

SIR: I have the honor to make the following report of the operations of this vessel, under my command, during the action with the batteries at Port Hudson on the night of the 14th instant:

Agreeably to orders and prescribed arrangements of Rear-Admiral Farragut this vessel was lashed alongside, on the port quarter, of the U. S. steam sloop *Richmond*, for the purpose of towing and rendering such assistance as might be required.

The moment the signal was made by the admiral Captain Alden started the *Richmond*, with the *Genesee*, and took our position in line of battle following the flagship. At about 11:30 the batteries opened fire upon the vessels, which was immediately returned by the heavy broadside of the *Richmond*, and in which we joined with all the guns we could bring to bear on that side, viz, the bow pivot 100-pounder Parrott, the stern pivot X-inch, and the starboard after IX-inch gun.

While passing up abreast of the batteries under their heavy fire we were fired upon by some guns on the right bank of the river, nearly opposite, when I opened the whole of our port battery upon these positions.

At 12:50, while proceeding past the batteries, and having arrived as high up as Thomas Point, where the river bends to the westward, and after the *Richmond* and this vessel had commenced to turn in that direction, the *Richmond* having received a shot or shell through her steam valve chests, which rendered her engine disabled, we were compelled to turn the *Richmond* round and tow her down the river to

a place of safety, and anchored abreast of Profit Island, according to the instructions of the admiral.

. At 2 a. m. cast off from the *Richmond* for the purpose of anchoring. At this moment the *Mississippi* was reported to have grounded abreast of the batteries. We immediately proceeded up to her with a view of rendering assistance, and found her on fire fore and aft. Sent one of the cutters to search the right bank of the river and rescue any of the officers or crew they might find there. This movement was necessarily made with great risk to the *Genesee*, as the *Mississippi's* guns were becoming so heated as momentarily to discharge themselves, as well as the great risk of being blown up, expecting the *Mississippi's* magazines might explode at any instant. After this we anchored at the upper end of Profit Island.

I take great pleasure in noticing the coolness and attention with which the officers, seamen, and marines conducted themselves during the action, and deem it my duty to notice the attention to, and efficient performance of, their duties of the executive officer, Lieutenant-Commander William H. Dana, Acting Master Robert T. Wyatt, in command of the first division, who worked the 100-pounder rifled Parrott handsomely; to Acting Master Cornelius M. Marchant for the handsome manner in which he fired the second division, at the same time being so ably assisted by Acting Master's Mates Edward W. Halero, of the first, and Warren J. Crosby, of the second divisions, both of them at the same time being particularly attentive to the working of the IX-inch guns and howitzers. Acting Master William Hanson, in charge of the master's division, rendered good and efficient service. The assistant surgeon, Granville B. Slough, I take occasion to notice for attention to the wounded, and arrangements for receiving others. I would also notice the vigilance and attention of Commander's Clerk E. M. Warne as signal officer. I also bring to especial notice the efficient manner in which Mr. John Cahill, senior engineer, and the assistant engineers, Charles H. Harrub, Michael McLaughlin, Christopher Milton, and Harry Webster, with the firemen and coal heavers attached to this department, worked the engine and supplied the furnaces during the action. I have also to notice the celerity and attention to supplying powder by the powder division, under charge of Acting Ensign Charles H. Baxter and Master's Mate John Conner.

While making honorable notice of the conduct of all, I would mention the attention and celerity with which the fire, caused by the ignition of a X-inch shell, near the shell room, which had been struck by a rifled shot passing through the side of the ship, was extinguished, on which occasion the services of Mr. Charles Woolley, paymaster's clerk, were very active and efficient.

Casualties, 3 wounded. Damage to vessel, one 6-inch rifled shot through port side abreast of the steerage; head of foremast badly wounded; maintopmast badly wounded, as well as some of the rigging.

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

W. H. MACOMB,
Commander.

Captain JAMES ALDEN,
Senior Officer Present, Comdg. U. S. S. *Richmond*,
Mississippi River.

Additional report of Commander Macomb, U. S. Navy, commanding U. S. S. *Genesee*, regarding damage sustained.

U. S. S. *GENESEE*, *March 16, 1863*:

SIR: Agreeably to your orders, I have to make the following report of the damage sustained by this vessel in the attempt to pass the batteries at Port Hudson last night: One 6-inch rifle shot through her side, one shot through foremast head, one shot through maintopmast; wounded, 2.

I am, sir, very respectfully,

W. H. MACOMB,
Commander.

Captain J. P. MCKINSTRY,
Commanding U. S. S. Monongahela.

Report of Captain Smith, U. S. Navy, late commanding U. S. S. *Mississippi*, regarding the loss of that vessel and the attack upon the batteries.

PORT HUDSON, *March 15, 1863*.

SIR: Captain McKinstry, commanding U. S. S. *Monongahela*, senior officer below Port Hudson, being unable to communicate with the Department, owing to injuries sustained by him in action, has requested me to embody in my report of the destruction of the U. S. S. *Mississippi* the principal facts connected with the attack on the batteries at that place, which the enclosed instructions from Rear-Admiral Farragut will serve to explain, as well as to show the success of the expedition.

I have the honor to inform you that at 9:15 p. m. the flagship made general signal to get underway, and in thirty minutes the fleet were moving up toward the batteries in the positions that had been assigned them. Our approach was signalized by the rebels on the west bank of the river, and at 11 p. m. the batteries opened fire upon the flagship, which was the leading vessel in the line. At this time the *Essex* engaged the lower batteries, the bomb vessels commenced shelling, the flagship opened fire, and the engagement became general as the vessels came in range. At thirty minutes a. m. the *Richmond* passed down the river, and, owing to the darkness and smoke, was for some time taken for an enemy by the crew of the *Mississippi*, who were with difficulty restrained from firing into her. For the cause of the disability of that vessel I would respectfully refer you to the report of Captain Alden, herein enclosed.

The *Monongahela*, which was our next ahead, could not at this time be seen. Supposing that she had increased her distance, the order was given to "go ahead fast," in order that we might close up. We had now reached the last and most formidable batteries, and were congratulating ourselves upon having gained the turn, when the *Mississippi* grounded and heeled over three streaks to port. The engine was immediately reversed, and the port guns (which had not been fired) were run in, to bring her on an even keel, after which our own fire from the starboard battery was recommenced. The engine was backed for thirty-five minutes, and the steam was increased from 13 to 25 pounds, which was considered by the chief engineer as the great-

est pressure the boilers would bear; when the pilot stated it would be impossible to get the vessel off. I then ordered the port battery to be spiked and, with the pivot gun, to be thrown overboard, but the latter was not accomplished before I deemed it most judicious and humane to abandon the vessel, as the enemy had obtained our range and we were exposed to the galling and cross fire of three batteries, their shot hulling us frequently.

The sick and wounded were now ordered up, at which time we ceased firing, and three small boats (all we had) were immediately employed in landing the crew, while preparations were being made to destroy the vessel. Up to this time the men had been working the guns in the most splendid style and aiming at every flash, which was the only guide to the rebel works. It was by no means certain that the officers and crew would not, even after landing, fall into the hands of the enemy, as musketry had been fired from the west shore on our passage up, but as this was of less consequence than the capture of the ship the crew were directed to throw overboard all the small arms, the engineers ordered to destroy the engine, and the ship set on fire in the forward store room. To be positive that this was effectually done the yeoman was sent below to make an examination, when three shots entered the store room, letting in the water and extinguishing the flames. She was then fired in four different places aft, between decks, and when the combustion had made sufficient progress to render her destruction certain I left the ship, accompanied by the first lieutenant [Dewey], all having now been landed, and passed down to the *Richmond*, under the fire of the rebel batteries. On reaching that vessel I learned that the flagship and the *Albatross* had succeeded in running the batteries. I also observed the *Monongahela* at anchor, the reasons for which are contained in the report of Lieutenant [N. W.] Thomas, herewith enclosed.

At 3 o'clock a. m. the *Mississippi* was observed to be afloat and drifting slowly down the river, which circumstance may be readily accounted for by the absence of her crew, the effect of the fire, the explosion of shells, and the settling of water aft owing to the cutting of the outboard delivery pipes, which brought her by the stern and caused her to slide off the shoal, and at 5:30 a. m. she blew up, producing an awful concussion which was felt for miles around.

I consider that I should be neglecting a most important duty should I omit to mention the coolness of my executive officer, Mr. [George] Dewey, and the steady, fearless, and gallant manner in which the officers and men of the *Mississippi* defended her; and the orderly and quiet manner in which she was abandoned, after being thirty-five minutes aground, under the fire of the enemy's batteries. There was no confusion in embarking the crew, and the only noise was from the enemy's cannon, which did not cease until some time after the ship was enveloped in flames and the boats had passed out of range of their guns.

The personal effects of the officers and men were burned with the ship, no individual saving even a change of clothing or a relic of our former victories.

Whether my conduct shall receive the censure or approval of the Department, I beg to assume the entire responsibility of the course I have pursued, as no suggestions were made by the officers nor was any consultation called.

I would respectfully refer you to the reports of all the commanding officers and the heads of the several departments for the casualties, expenditure of ammunition, and injuries the vessels sustained, and enclose also a receipt for the signal books, turned over to the *Richmond* for the use of the gunboat *Essex*.

I have the honor to be, very respectfully, your obedient servant,
 MELANCTON SMITH,
Captain, U. S. Navy, of late U. S. S. Mississippi.

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

Report of Captain Smith, U. S. Navy, late commanding U. S. S. Mississippi, giving number saved and missing.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, March 18, 1863.

SIR: I have the honor to report the number of officers, seamen, and marines saved and missing from the late steamer *Mississippi*. The former have been turned over to the *Pensacola* for distribution among the vessels of the squadron.

Officers saved.....	22
Officer killed.....	1
Officers missing.....	3
Seamen saved.....	179
Seamen killed and missing.....	52
Marines saved.....	32
Marines killed and missing.....	8

RECAPITULATION.

Saved.....	233
Killed and missing.....	64
Total.....	297

I am, sir, very respectfully, your obedient servant,
 MELANCTON SMITH,
Captain, U. S. Navy.

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

Report of Captain Smith, U. S. Navy, late commanding U. S. S. Mississippi, transmitting names of those missing from that vessel's lists.

No. 3.]

U. S. S. PENSACOLA,
Off New Orleans, March 20, 1863.

SIR: I have the honor to enclose a list of officers, crew, and marines that are missing from the late U. S. S. *Mississippi*.

Very respectfully, your obedient servant,
 M. SMITH,
Captain, U. S. Navy.

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

[Enclosure.]

List of officers, crew, and marines of the late U. S. steam sloop Mississippi missing.

Officers.—Robert L. Kelly, acting master; P. H. W. Fontanó, captain of marines; Jefferson Brown, third assistant engineer; H. B. Francis, acting master's mate.

Petty officers.—Joseph N. Sullivan, paymaster's steward; Charles Williams, quartermaster; Charles Sullivan, carpenter's mate; Charles Williams, quarter gunner; Henry C. Day, quarter gunner; William H. Jordan, ship's corporal; Timothy Toomey, ship's cooper; Charles Lewis, armorer's mate; Ephm. R. Jones, officer's cook; William Johnson, coxswain.

Seamen.—William H. Thompson, Elijah Drew, Richard Rowley, T. H. Nugent, William Robinson.

Ordinary seamen.—Albert Randolph, George Henry, James Walley, Lewis Philips, John White, John McDonald, George N. Howard, William West, Andrew Mathews, William Nelson, Luther H. Topping, Patrick O'Neil, Thomas Harris, John W. Edwards, John J. Burk, John McElroy, Thomas Cunningham, James Moore.

Landsmen.—John Hickey, Henry Williams, William Hawkins, James C. Hodgkins, John McCandless, Thomas Hughes, John W. Decker, John McCormick.

Boys.—John Keating, John Ashcraft.

Firemen.—A. H. Landholtzer, first class; Bart. Harrigan, first class; James H. Burnes, second class.

Coal heavers.—John Egan, William H. Austin, 2d.

Marines.—Patrick Bannon, Peter Doyle, Patrick Flaherty, David Kelly, 1st, James McMullin, John Redding, William Talant, John Kelly, 2d.

Contrabands.—Stephen Downey, Scot Lewis, George Jackson, Moses Obenton.

C. P. WALLACH,
Paymaster.

Report of Surgeon Maccoun, U. S. Navy, regarding casualties on board the U. S. S. Mississippi.

U. S. S. RICHMOND,
Off Port Hudson, Mississippi River, March 15, 1863.

SIR: As far as can be ascertained at present the number of casualties which occurred on board the U. S. S. *Mississippi* during the action with the batteries at Port Hudson was as follows:

Killed.—About 25, among whom the following names have been ascertained: Robert [L.] Kelly, acting master; William Caton, boy; John Ashcraft, boy; David Kelly, marine; Richard Rowley, seaman; Thomas Harris, ordinary seaman; Bart. Harrigan, fireman; — Landholtzer, fireman; George Jackson, contraband.

Severely wounded.—Fred. Reed, ordinary seaman; Charles Wheeler, ordinary seaman; William Hawkins, landsman; Henry Day, quarter gunner.

Slightly wounded.—J. E. Fallon, third assistant engineer; William Anderson, coxswain; L. H. Topping, ordinary seaman; James

McGrath, seaman, and others whose names are not known, as they jumped overboard, fearing to fall into the hands of the enemy.

Very respectfully, your obedient servant,

ROBERT T. MACCOUN,
Surgeon.

Captain MELANCTON SMITH, U. S. Navy.

Report of Colonel Chickering, U. S. Army, regarding the collection of the survivors from the U. S. S. Mississippi.

HEADQUARTERS UNITED STATES FORCES,
Baton Rouge, March 15, 1863—12:15 p. m.

SIR: I have the honor to state that the *Iberville*, dispatched this morning to collect the survivors of the *Mississippi*, has but a short time since returned, bringing 40 of the crew of the latter vessel, who confirm the report previously forwarded to you. They state that two vessels of the fleet are above Port Hudson and the remainder below; that the *Mississippi* was slowly following the course of the fleet when she grounded; that, on account of her precarious condition she was finally fired and abandoned. Thirty of the crew are reported lost; 3 lieutenants wounded, one of whom had both legs shot away. Captain Smith, Executive Officer Dewey, Lieutenant Chase, and Captain King are reported safe on board the *Essex*. If further information is received I will communicate with you.

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

T. E. CHICKERING,
Colonel, Commanding Post.

Lieutenant-Colonel RICHARD B. IRWIN,
Asst. Adjutant-General, Headquarters Dept. of the Gulf.

Report of Gunner Cope, U. S. Navy, regarding ammunition expended on board the U. S. S. Mississippi.

MARCH 16, 1863.

SIR: The following is the report of the ammunition expended at the engagement at Port Hudson by the U. S. S. *Mississippi*, on the evening of the 14th and morning of the 15th of March, 1863:

Two thousand and forty-seven pounds powder, 150 VIII-inch shell, 20 VIII-inch grape, 46 X-inch shell, 20 rifle shell (20-pounder), 18 howitzer shell and shrapnel (heavy), 12 howitzer shell and shrapnel (light), 170 VIII-inch cartridge bags, 325 primers.

Respectfully,

WM. COPE,
Gunner.

Additional report of Captain Smith, U. S. Navy, late commanding U. S. S. Mississippi, making special mention of certain officers for conspicuous gallantry.

U. S. S. MONONGAHELA,
Near Port Hudson, March 27, 1863.

SIR: In my official report of the engagement at Port Hudson on the night of the 14th instant, I inadvertently omitted to mention

the assistance rendered me by Ensign O. A. Batcheller, and the conspicuous coolness of Sergeant [P. R.] Vaughn, Boatswain's Mate [P.] Murphy, and Andrew Brinn, seaman. Ensign Batcheller was one of the last officers to leave the vessel. He inspected the vessel between decks, fore and aft, to see that no living soul was below, and then under my direction set the ship on fire with his own hands. Sergeant Vaughn, Boatswain's Mate Murphy, and Andrew Brinn, remained until all the crew had been landed, importuning me to assign them some duty, and it was not until after I had given them positive orders to save themselves as best they could that they were induced to leave me.

When it is taken into consideration that we had already been nearly two hours and a half under the fire of the enemy, which had not abated in the least up to this time, I deem it my duty to call the attention of the Department to the zeal and courage which was displayed in the performance of this unusual and trying service.

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

M. SMITH,

Captain, U. S. Navy, and Senior Officer.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Major-General Hurlbut, U. S. Army, transmitting information regarding the loss of the U. S. S. *Mississippi*.

MEMPHIS, TENN., *March 30, 1863.*

SIR: I enclose last telegram from Dodge. * * *

S. A. HURLBUT.

Major-General U. S. GRANT.

[Enclosure.]

CORINTH, *March 29, 1863.*

MAJOR-GENERAL HURLBUT: Midshipman [Acting Master's Mate] Henry B. Francis, of the sloop of war *Mississippi*, has arrived here on parole. He says that his ship ran aground, and that they fought her one hour afterwards; then all hands made for the shore, after firing the ship. She floated down below and blew up. They took with him 46 men and the captain of marines. The ship was not struck until after she got ashore. Says the current turned their ship; that the batteries did not do them any harm, and they could not depress their guns enough to do them much damage. The rest of officers and men are in Jackson. * * *

G. M. DODGE.

Major-General HURLBUT.

Letter of congratulation from the Assistant Secretary of the Navy to Captain Smith, U. S. Navy, late commanding U. S. S. *Mississippi*.

NAVY DEPARTMENT, *April 2, 1863.*

MY DEAR CAPTAIN: I wish I could find the time, as I ought, to write a line to all our brave fellows who illustrate with laurels the history of the Navy and the country. I can not, however, refrain from writing a word to the heroic commander of the *Mississippi*.

The noble old ship has gone, but the Navy and the country have gained an example. However, it was expected of him who in this war has done all things well. I beg of you to remember me most kindly to Alden, McKinstry, Macomb, and the other captains who behaved so well. We feel no regret here at the attempt, for the unflinching qualities displayed make us forget Galveston.

Yours, very truly,

G. V. Fox.

Captain MELANCTON SMITH, U. S. Navy,
Late of the U. S. S. Mississippi.

Letter from the Secretary of the Navy to Captain Smith, U. S. Navy, late commanding U. S. S. Mississippi, expressing approval of his course.

NAVY DEPARTMENT, *April 6, 1863.*

SIR: I received your report of the 15th ultimo of the loss of the U. S. S. *Mississippi*, under your command, in the attack upon the batteries at Port Hudson.

The Department regrets the misfortune which attended your efforts, but there is every indication that you stood by her as long as prudence dictated, and adopted all available means for the safety of the officers and crew, and to prevent the vessel or its equipments from falling into the hands of the enemy.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Captain MELANCTON SMITH,
Late in command of the U. S. S. Mississippi,
Baton Rouge, La.

Report of Captain McKinstry, U. S. Navy, commanding U. S. S. *Monongahela*.

NEW ORLEANS, *April 15, 1863.*

SIR: In consequence of injuries received on the 15th ultimo, I have been prevented from reporting the part taken by the U. S. S. *Monongahela* on the 14th March, such as fell under my immediate observation.

By signal from the flagship of the squadron, got underway at 9 p. m. and stood up the river.

On our way we were fired upon from the west bank, principally musketry, which was apparently silenced by the *Kineo*, which was in tow.

At 10:30 p. m. the firing became general between the ships and the batteries of Port Hudson.

The firing of the *Hartford* and *Richmond*, preceding us, with that of the enemy's guns, had so filled the atmosphere with smoke as to prevent distinguishing objects near by.

At 11:30 p. m. the *Monongahela* grounded on the west shore of the river, near the turning point, and was exposed to a severe fire for some thirty minutes.

Previous to grounding it was reported that the *Kineo's* rudder had been rendered useless by a shot. When the *Monongahela* grounded the *Kineo* parted her fasts; a hawser was secured to her again.

Soon after midnight the bridge was shot from under me, by which I was precipitated to the deck and seriously bruised, and have since been confined to my room.

The subsequent events on board the *Monongahela* and the casualties have been reported by the executive officer, Lieutenant Thomas, upon whom devolved the command. His cool, determined bearing, as well as that of the officers and crew in general, deserves commendation.

Our failure to pass Port Hudson, after having so nearly accomplished your order, must be imputed to the inefficiency of the engines.

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

J. P. MCKINSTRY,

Captain, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,

Comdg. West Division Gulf Squadron, Flagship Hartford.

Detailed report of Lieutenant Thomas, U. S. Navy, executive officer of the U. S. S. *Monongahela*.

U. S. S. MONONGAHELA,

Below Port Hudson, March 15, 1863.

SIR: I have the honor to make the following report of the part taken by this vessel in the action of last night and this morning with the batteries at Port Hudson:

At about 10:30 p. m. we became engaged with the lowest battery, the *Kineo* (secured on our port side) firing soon after at the opposite bank of the river. We proceeded but slowly up the river, following the *Richmond*, and firing with 5-second shell and 5-second 12 and 24 pounder shrapnel whenever our guns could be brought to bear. At about 11:30 came opposite the enemy's principal battery. Our pilot was on the starboard side of this vessel, and the *Kineo's* pilot on our port side, to guide us clear of Thompson's [Thomas] Point; but notwithstanding this precaution, the vessel grounded just below the point, and the wheel became immovable. The *Kineo* being of lighter draft broke adrift and went a short distance ahead and grounded, carrying away our port fore brace, port fore-topmast, and topgallant mast backstays, the hammock nettings on the port side forward, and tearing the port sheet anchor from its place. At this time the shots from the enemy were taking great effect on our decks, disabling two broadside 32-pounders and temporarily disabling No. 2 XI-inch pivot. At the same time you were struck from the bridge, the same shot killing 3 men on the port side, abaft the bridge. The *Kineo* having backed astern, we made fast to her with a single hawser and backed our engines. The *Kineo* turned down the river, outside of us, and succeeded in swinging us off, after we had been aground under a heavy fire twenty-five minutes. Our helm now being under command, we cast off the *Kineo* and started, in accordance with your order communicated from below, up the river, firing at the batteries abeam with 5-second shell and shrapnel. We were nearly by the principal battery when the crank pin of the forward engine was reported heated, and the engine stopped, the chief engineer reporting that he was unable to go ahead. The vessel became unmanageable and drifted down, passing the batteries again at a distance of

30 yards. When our engines stopped the *Mississippi* was aground and on fire on our starboard bow. When drifting down, the enemy opened on us with grape and his sharpshooters with musketry. On returning from reporting this condition of things to you, I found both pilots conning the vessel, head downstream, and the enemies' shot passing over us. We ceased firing when we commenced to drop downstream, and after waiting out of range of the batteries for the *Mississippi* to drift past, came to with starboard anchor in $6\frac{1}{2}$ fathoms of water, abreast of Profit Island.

While aground, Acting Ensign Robert Barstow, commanding the third and master's divisions, was wounded and carried below. Acting Master's Mate Henry B. Rome, of the same division, was at the same time knocked overboard by the bursting of a shell, while passing a hawser to the *Kineo*. He has since come on board unhurt, having swum on shore and been taken on board that vessel.

I must, sir, speak of all the officers stationed at the guns in the highest term of praise, and for captains of guns and quartermasters of this ship, it would be impossible to make better selections than we now have. The vessel is damaged mostly in the rigging, spars, and upper works. The enemy's grape swept everything on deck before it. Below the spar deck four shots entered on the port side; two near the water line, one, a X-inch solid shot, demolished three staterooms in the wardroom, and the other, evidently an 80-pounder, rifle, entered the port steerage and thence to the engine room (see chief engineer's report, enclosed). On the berth deck forward of the engines, one shot entered on the starboard side near the cutwater; one rifle shot struck the starboard bow hawse pipe, demolished it, and cut the chain in two. The mainstay is carried away at the mast-head; the mizzenmast and mizzen topmast are badly crippled; the main topmast and main gaff slightly injured. The main cross-trees are shot away, and the second launch, second cutter, and barge are unfit for use.

From the appearance of the outside of the vessel, at least eight shots, of different sizes, must have gone completely through us. Enclosed is the surgeon's report of killed and wounded and the report of the chief engineer.

I am, sir, very respectfully, your obedient servant,
 NATHANIEL W. THOMAS,
Lieutenant and Executive Officer.

Captain J. P. MCKINSTRY, U. S. Navy,
Commanding U. S. S. Monongahela.

Report of Surgeon Kindleberger, U. S. Navy, regarding casualties on board the U. S. S. Monongahela.

U. S. S. MONONGAHELA,
Near Port Hudson, La., March 15, 1863.

SIR: I herewith transmit an account of the casualties on board this ship during the engagement with the rebel batteries at Port Hudson last night:

Killed.—Daniel McDade, landsman; Oscar Eldridge, carpenter's mate; Henry Rogers, coxswain; John Adams, ordinary seaman; James Lynch, private, marine; Henry Williams, landsman. Total, 6.

Wounded.—J. P. McKinstry, captain, contusions, severely; Robert Barstow, acting ensign, left arm and knee, splinters, slightly; Edward Luhman, seaman, left leg shattered, amputated, doing well; Charles Graveson, ordinary seaman, right arm and lower jaw fractured, doing well; Peter Neill, seaman, contusion of right hand, slightly; William Holman, coxswain, contusion of right breast, slightly; Henry Stuart, ordinary seaman, splinter wounds, slightly; Henry Wallace, seaman, splinter wounds, slightly; David Andrews, ordinary seaman, left shoulder, slightly; Franklin Myers, landsman, left thigh, shell, slightly; Charles Justice, coal heaver, left ear, splinter, slightly; Thomas Jones, coal heaver, scalp, splinter, slightly; Francis Marr, corporal, marine, scalp, splinter, slightly; Michael Doyle, ordinary seaman, contusions, splinter, slightly; Richard Williams, ordinary seaman, contusions, splinter, slightly; Samuel Walker, fireman, contusions, splinter, severely; John Smith, ordinary seaman, calf of right leg, shell, slightly; Edward Keevin, seaman, left arm, splinter, slightly; Constantine Dimond, landsman, contusions, splinter, slightly; George B. Downie, seaman, sprain of left wrist, slightly; Henry Earle, seaman, contusions, splinters, slightly. Total, 21.

I am, very respectfully, your obedient servant,

DAVID KINDLEBERGER,
Surgeon, U. S. Navy.

Captain J. P. McKINSTRY,
Commanding U. S. S. Monongahela.

Report of Chief Engineer Kutz, U. S. Navy, regarding injuries sustained by engines and machinery of the U. S. S. Monongahela.

U. S. S. MONONGAHELA, *March 15, 1863.*

SIR: I have the honor to report that whilst the engines were backing during the engagement of this morning the crank pin of the forward engine became heated. I was obliged to stop the engines to slack off the brasses; having found it impossible to keep the pin cool by application of water. I have since examined the pin and brasses and find the brasses cut and the pin quite rough.

I consider it necessary that the brasses and pin should be smoothed before the engines can be considered in an efficient condition. Six hours will be required to perform the work.

The only injury done to the machinery during the action was by a shot striking the reversing arm on the after engine, battering up the end, and several holes in the smoke pipe and ventilators.

Very respectfully, your obedient servant,

GEORGE F. KUTZ,
Chief Engineer, U. S. Navy.

Captain J. P. McKINSTRY, U. S. Navy,
Commanding U. S. S. Monongahela.

Report of a board of survey on the U. S. S. *Monongahela*.

U. S. STEAM SLOOP PENSACOLA,
Off *New Orleans*, March 30, 1863.

SIR: In obedience to your order of this date, we have held a strict and careful survey upon the machinery, hull, rigging, spars, and gun carriages of the U. S. S. *Monongahela*, and respectfully submit the following:

Machinery.

The crank pin to forward engine is very defective, having a crack extending its entire length, and evidently extends some distance into the body of the pin. In the after end of this crack a piece of iron about 4 inches long, $\frac{3}{8}$ inch wide, and $\frac{1}{4}$ inch deep, originally inserted, has worked out, and the pin generally appears seriously defective. In view of the unreliable nature of any repairs that might be attempted, and the service in which the ship is engaged, we hereby recommend that a new shaft be made immediately, and until that is done we can not consider her reliable for any emergency.

Both sets of crank-pin brasses are cracked and more or less defective, having from eight to sixteen pieces of metal inserted within the wearing surfaces.

One set has been rendered useless by heating. Two new sets of brasses we consider necessary. The smoke pipe and ventilators are perforated in many places, and the spokes to reversing wheel require renewal, they having given way on account of being too tight.

A week will be required to repair these damages to the machinery department. Cost, about \$200.

Hull and spars.

On starboard side of vessel eight shots have penetrated, cutting off seven planks and one waist-boat davit.

A shot through the stern, cutting off two planks and destroying roundhouse.

On port side nine shots have penetrated, cutting off eleven planks, the mizzen and maintopmast backstay chain plates, and main rail.

The hammock rails and nettings are damaged in six places.

The spirketing is injured in sixteen places. One shot passed through the waterway and eight strakes of deck planks.

A shot through the wardroom, destroying a lodging knee, three doors, and a portion of the bulkhead. A shot through the steerage, destroying mess table, washstand, a portion of the engineers' mess room, and engine-room bulkheads.

Four ladders and one horse block damaged.

One iron anchor stock (sheet) broken.

Four boats damaged.

Engine and ward room hatch combings damaged.

The starboard bower hawse pipe destroyed.

The mizzenmast struck three times and unfit for sea service.

The mainmast slightly injured in wake of futtock shrouds.

The main crosstrees damaged and unfit for service.

Main trysail gaff unfit for sea service.

The mizzen topmast badly shattered at the heel.

Estimated expense of above repairs, \$1,500.

Time to make same, about three weeks.

Rigging.

Port fore-topmast and topgallant backstays cut.
 All the starboard main rigging cut in the eyes.
 Starboard mainmast pendant cut.
 Port main topmast backstays cut.
 Two shrouds of port main rigging cut.
 Three shrouds of port main topmast rigging cut.
 The rigging can be repaired on board.

Gun carriages.

One 32-pounder carriage shot through both brackets; is entirely destroyed and can not be repaired.

One 32-pounder carriage shot through right bracket and front transom; can be repaired by making a new bracket and transom.

Very respectfully, your obedient servants,

GEO. DEWEY,
Lieutenant.

S. D. HIBBERT,
Chief Engineer, U. S. Navy.

WM. H. RUTHERFORD,
Chief Engineer, late of U. S. S. Mississippi.

ADRIAN C. STARRETT,
Acting Master.

D. A. ROE,
Gunner.

JOHN GREEN,
Carpenter.

JOSEPH E. COX,
Carpenter.

HENRY W. MORRIS,
Commodore and Senior Officer.

Letter from the Secretary of the Navy to Captain McKinstry, U. S. Navy, commanding U. S. S. Monongahela, expressing approval of his course.

NAVY DEPARTMENT, *April 6, 1863.*

SIR: I have received the several reports from the commanding officers detailing the circumstances connected with the attack on the Port Hudson batteries. About the same time I also received Rear-Admiral Farragut's report of his movements.

The Department has addressed a communication to Rear-Admiral Farragut, congratulating him upon the successful passage of the batteries, and briefly mentioning the causes which prevented the remaining ships from following him. While the Department extended to him its congratulations for his gallant passage of the enemy's works, it expressed its entire satisfaction with the conduct of those who were not so successful as he was. It saw no reason to complain of them. They appear to have done all in their power to secure success and to carry out the admiral's instructions. Their failure, from an examination of their several reports, seems to be attributable to the difficulties of navigating the rapid current of the Mississippi and to other causes beyond their control.

Be pleased to make known to the officers and men of the several vessels below Port Hudson that were engaged in the attack the Department's admiration of their gallantry on the occasion.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Captain J. P. MCKINSTRY,
Commanding U. S. S. Monongahela, Baton Rouge, La.

Report of Acting Volunteer Lieutenant Johnson, U. S. Navy, commanding U. S. S. Sachem.

U. S. S. SACHEM,
Below Port Hudson, March 15, 1863.

SIR: I beg leave to make you the following report:

At about 9 p. m. of the 14th the flagship *Hartford* signalized for the fleet to get underway for the purpose of attacking the batteries at Port Hudson. At 11 p. m. the whole fleet in regular order was nearing the batteries, when the admiral's ship opened her fire on the batteries. Simultaneously the mortar vessels opened their fire also, when a general and hot engagement ensued on both sides. The *Sachem* ran up and took position close by the *Essex*, from whence she opened fire with a 20-pounder Parrott and two 32-pounders on the starboard side.

At about 1 a. m. a vessel was discovered coming down the river. The *Sachem* was ordered by the *Essex* to meet her and learn what was the matter. It proved to be the sloop *Richmond*, the *Genesee* having her in tow, she being disabled by a shot carrying away the steam pipe. She anchored about 4 miles below the batteries. On my return to report, I met a boat coming down, stating that the *Mississippi* was on shore and wanted assistance. I was then standing toward her, when a boat came alongside containing Captain Smith and Lieutenant Dewey and one other officer from the *Mississippi*, stating that all hands had landed or left the ship for the shore, and that the *Essex* had gone over to the port side of the river for the purpose of picking up the crew. When Captain Smith learned that the *Richmond* was below, he desired to be taken on board of her. We having set him on board of her, and were proceeding up river again, when the *Sachem* was struck by a raft, it breaking in two and fouling her propeller, and being then just ahead of the *Richmond*, I was compelled to let go my anchor to prevent a collision with her. Just at this time the *Mississippi* came drifting down toward the *Sachem*, all on fire, and I was compelled to slip my cable to keep out of her way. The *Sachem* was kept employed the remaining part of the time till 4 o'clock, in picking up the stray men from the *Mississippi*.

It was now found that only the admiral's ship and the *Albatross* had succeeded in passing the batteries. The *Sachem* received no damage excepting a fracture in the 20-pounder Parrott, extending from the muzzle for the length of 10 inches, after firing 21 charges, rendering it now unsafe for further use.

Very respectfully, your obedient servant,

AMOS JOHNSON,
Acting Volunteer Lieutenant, Commanding.

Captain JAMES ALDEN,
Commanding U. S. Sloop of War Richmond.

Report of Lieutenant-Commander Watters, U. S. Navy, commanding U. S. S. Kineo.

U. S. GUNBOAT KINEO,
Below Port Hudson, March 15, 1863.

SIR: I have the honor to make the following report of the part this vessel played in the action of last night:

As we advanced steadily up the river in the position assigned by the general sailing order, secured to the port side of the U. S. S. *Monongahela*, for the purpose of mutual support, we were unable to join in the action until 10:30 p. m. When abreast the lowest battery, with which our consort was engaged, we received fire of musketry from the opposite bank, which was replied to immediately with 2-second shrapnel and grape, silencing them quickly. In this manner we continued steadily on, our consort keeping up a brisk fire upon the enemy's batteries, whose fire we were receiving, and we, watching for a renewal of the musketry from the west bank. An hour later, when under the principal batteries, and getting along very well, although the atmosphere was greatly obscured by the smoke of our guns and it was difficult to see, we had kept the channel and had reached the bend in the river, our fore gaff was shot away, and a few seconds afterwards a shot lodged in our rudderpost, splitting it, and rendering the rudder useless; endeavored to work it with relieving tackles and rudder chains, but found it could not be moved to the right or left. Sent a man over the stern in a bow line to examine the damage, and found the shot firmly imbedded between the rudderpost and the sternpost, thereby wedging it completely, and rendering it unserviceable.

At this time we were receiving the heaviest fire of the enemy's batteries, who generally fired over, and our consort being damaged also in the rudder, was unable to keep the channel, and the two vessels were driven ashore by the current, which was very strong, and thrown on Thompson's [Thomas] Point, going full speed.

The *Monongahela*, being deeper draft, grounded first, and stopped with a great shock; stopped the engines and reversed quickly, but our momentum was so great, the fasts between the two vessels were all torn away, except one hawser. Our fore channels and rigging were swept off, our bower anchor thrown in on deck, the hammock netting torn away, and several stanchions. We drove about a ship's length ahead and grounded within 10 feet of the bank. The engines being reversed, we succeeded in getting off; backed down to the *Monongahela* to render assistance which was asked for, she being still hard aground and receiving a terrific fire; astern of her, the *Mississippi* was also ashore.

It is proper to state at this time that our pilot was on board the *Monongahela*, where he had been assisting the other pilot, by order of Captain McKinstry, of the *Monongahela*, and here we were separated without a pilot, and the ship disabled seriously. Had great difficulty in working the ship in the current, so as to get near the *Monongahela*, which we could only do by alternating the motions of the engines, but could not get near enough to receive her hawsers, in consequence of the current cutting us off; then resolved to go ahead and try to spring her off with the hawser we had, in which we were successful, and her bow swung off into deep water. Seeing which, and being unable to render further assistance, cast off and dropped this ship by the current past the batteries, under a severe fire, most of which

passed over us, which was very remarkable, because the burning ship *Mississippi* enabled the enemy to see us plainly. Under these circumstances, the first thought was to save the ship, and knowing we could do them little damage with our light battery, suspended fire and dropped down out of their range. As we drew near the mortar fleet, our engines also became disabled, but we soon obtained a favorable position for anchoring and came to near the head of Profit Island at 3:30 a. m. Soon after anchoring, heard a call for aid, and sent a boat, which picked up an officer and 18 men belonging to the *Mississippi*.

In conclusion, I can not speak in too high terms of the steady bearing and gallant conduct of the officers and men of this vessel, every one of whom behaved well, and I particularly mention my executive officer, Lieutenant Frederick Rodgers, and Acting Master Oliver Colburn, to whose able and gallant services I am greatly indebted in saving the vessel after she was crippled.

There are no casualties, I am happy to state. The damages of vessel as follows:

Fore gaff cut in two.

Starboard hammock netting carried away forward.

Rudder stock badly split and crippled by 32-pounder shot.

Four awning stanchions carried away.

Starboard cathead carried away.

Starboard fore channels carried away, and chain plates damaged.

Propeller fouled by hawser.

Counter slightly damaged.

Shot hole through side and into coal bunker.

Very respectfully, your obedient servant,

JOHN WATTERS,

Lieutenant-Commander, U. S. Navy.

Captain J. P. MCKINSTRY, U. S. Navy,

Commanding U. S. S. Monongahela, Senior Officer.

Report of Commander Caldwell, U. S. Navy, commanding U. S. S. *Essex* and mortar flotilla.

U. S. IRONCLAD *ESSEX*,

Below Port Hudson, Mississippi River, March 15, 1863.

SIR: I have respectfully to report that as the flagship *Hartford* passed this vessel we got underway and, leaving the mortar vessels, proceeded up the river some distance and took up a position to enfilade the lower batteries.

At 11 the enemy fired the first gun on the *Hartford*, and this being the signal (agreeably to the orders of the admiral) for the mortar vessels to commence, I made the signal for them to open fire, and it was continued by them and this vessel without intermission till 1:30; the vessels throwing a total of 296 shells, including 90 from this vessel. The effect of the fire of the mortar vessels seemed to paralyze the efforts of the enemy at the lower batteries, and we observed that their fire was quite feeble compared to that of the upper batteries.

About 1 o'clock a boat from the *Mississippi* came alongside with wounded men, and reported their vessel ashore, and that a large number of the men were on the opposite bank. We crossed the river

immediately and took a number on board. The *Mississippi* had been observed on fire for some time. She was now coming down quite fast, in flames, and close in to the west bank. I was obliged to recross the river to get out of her way, fearing an explosion from her magazine at any moment. As she passed the mortar boats the guns of her port battery were discharged, owing to the heat, throwing the shells over the vessels, but fortunately doing no damage. After she passed down we crossed the river again and took on board all the remainder of the crew that were there, making in all received on board, about 60 officers and men.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,

Commander, U. S. Navy, Comdg. Mortar Flotilla, Mississippi River.

Commander JAS. ALDEN, U. S. Navy,

Commanding U. S. Naval Forces below Port Hudson,

Mississippi River.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the operations of the fleet below the batteries.

NAVY DEPARTMENT, April 2, 1863.

SIR: The Department has received your report, dated the 16th instant [ultimo], of your gallant passage of the Port Hudson batteries with the flagship *Hartford* and the *Albatross*, and has also received the detailed reports from the commanding officers of the remaining vessels which were not so fortunate as to pass the batteries.

As you may not have received official information of the circumstances attending the failure of the vessels to get by the batteries, I will mention them briefly.

The *Richmond*, the second ship of the line, was well up with the flagship and engaging the last battery when a shot struck her steam pipe in the vicinity of the safety valves, upsetting them both and letting off the steam. The turning point was gained, but it was soon found, even with the aid of the *Genesee* lashed alongside, that the *Richmond* could make no headway against the strong current. She was at the time suffering much from a galling cross fire of the enemy's batteries, and was compelled, though reluctantly, to turn back.

The *Monongahela*, following the *Richmond*, got opposite the principal rebel battery, and was endeavoring to pass clear of Thompson's Point, but unfortunately grounded. While in this position the enemy's shot were taking effect, disabling two broadside 32s and temporarily disabling No. 2 XI-inch pivot. At the same time Captain McKinstry was struck from the bridge, receiving severe contusions. She remained aground, under a heavy fire, for twenty-five minutes, swung off by the assistance of the *Kineo*, and started up the river. She was nearly by the principal battery when the crank pin of the forward engine became heated, the engine stopped, and the engineer reported the vessel unable to go ahead. She became unmanageable and drifted past the batteries.

The next vessel, the *Mississippi*, had reached the last and most formidable batteries, and it was a matter of congratulation that she had gained the turn, when she grounded and heeled over three

streaks to port. Every effort appears to have been made to get her afloat, and the pilot finally decided it was impossible to do so. The port battery was then spiked, and with the pivot gun ordered to be thrown overboard. This latter object was not accomplished, however, before it was deemed judicious and humane to abandon the vessel, the enemy having obtained her range and were throwing into her a galling and cross fire of three batteries. The guns were worked to the last moment, preparations were made to destroy the vessel, and the crew were landed as safely as possible. At 3 o'clock the *Mississippi* was observed adrift, and at 5:30 she blew up with an awful concussion.

The casualties were as follows: *Mississippi*, 64 killed and missing, about 25 of whom it is thought were killed; Lieutenant-Commander Cummings had his left leg carried away by a cannon shot. *Monongahela*, 6 killed and 21 wounded. *Richmond*, 3 killed and 12 wounded.

The Department congratulates you and the officers and men of the *Hartford* upon the gallant passage of the Port Hudson batteries, also of the battery at Grand Gulf. Although the remainder of your fleet were not successful in following their leader, the Department can find no fault with them. All appear to have behaved gallantly, and to have done everything in their power to secure success. Their failure can only be charged to the difficulties in the navigation of the rapid current of the Mississippi and matters over which they had no control.

Captain McKinstry, senior officer below Port Hudson, being unable to communicate with the Department, owing to injuries sustained, at his request, Captain Smith made known to it the principal facts connected with the attack on the batteries at that place.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
*Comdg. West Gulf Blockdg. Squadron,
Off Warrenton, near Vicksburg, Miss.*

General order from Rear-Admiral Farragut, U. S. Navy, forwarding extract from letter of the Secretary of the Navy expressing approval.

U. S. FLAGSHIP HARTFORD,
Above Port Hudson, May 5, 1863.

The Rear-Admiral commanding the Western Gulf Blockading Squadron experiences great pleasure in promulgating the following extracts from a dispatch addressed to him by the honorable Secretary of the Navy.

[D. G. FARRAGUT,]
Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

[Enclosure.]

NAVY DEPARTMENT, *April 2, 1863.*

SIR: The Department has received your report, dated the 16th ultimo, of your gallant passage of the Port Hudson batteries with the flagship *Hartford* and the *Albatross*, and has also received the

detailed reports from the commanding officers of the remaining vessels which were not so fortunate as to pass the batteries. * * *

The Department congratulates you and the officers and men of the *Hartford* upon the gallant passage of the Port Hudson batteries, also of the battery at Grand Gulf.

Although the remainder of your fleet were not successful in following their leader, the Department can find no fault with them. All appear to have behaved gallantly and to have done everything in their power to secure success. Their failure can only be charged to the difficulties in the navigation of the rapid current of the Mississippi and matters over which they had no control. * * *

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral FARRAGUT,
*Comdg. Western Gulf Blockdg. Squadron,
Off Warrenton, near Vicksburg, Miss.*

Report of Colonel Abbott, U. S. Army, regarding the passage of Port Hudson by two of the Federal vessels.

U. S. MISSISSIPPI SQUADRON,
Biggs' Plantation, March 19, 1863.

GENERAL: I last night caught the overseer of Johnson's plantation at the negro cabin just below the crevasse. He says that two of the gunboats from Farragut's fleet have run the batteries at Port Hudson, also that a heavy land force had moved upon Port Hudson from Baton Rouge. This morning, and at this moment, the heaviest kind of artillery is being fired below here, I think at Grand Gulf. It can be nothing less than our gunboats coming up. * * *

The discharges are distinct, constant, and continuous. The overseer also reports that the "rebs" have been moving a large number of their heavy guns from Vicksburg to Grand Gulf, and that much of the land force has gone to the Tallahatchie.

* * * * *

CHAS. H. ABBOTT,
Colonel Thirtieth Regiment Iowa Infantry.

[Major-General BANKS.]

Report of Major-General Banks, U. S. Army, regarding measures of cooperation.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
New Orleans, La., March 21, 1863.

In pursuance with the plan suggested in my last dispatches the fleet under command of Rear-Admiral Farragut made the contemplated effort for the successful passage of the river batteries at Port Hudson on Saturday evening, the 14th instant. The fleet consisted of the flagship *Hartford*, *Monongahela*, *Richmond*, and *Mississippi*, with a gunboat lashed upon the port side of the first three named vessels. The *Essex* (ironclad), *Sachem*, and six mortar boats held position below the forts, enfilading by their fire the lower batteries.

The fleet moved from Baton Rouge on Friday evening at 4 o'clock, and anchored below Port Hudson until 8 o'clock on Saturday evening, when it commenced the contemplated movement, and at 11:30 o'clock the rebel batteries opened fire upon the leading ship, which was returned by the fleet with terrific and successful energy until 1 o'clock in the morning. The passage was only partially successful. The *Hartford*, with the *Albatross*, ran the gantlet successfully. The *Monongahela* reached the center batteries, when she was disabled by an accident to her machinery and fell back to her former position. The *Richmond* was disabled by a shot through her steam drum and followed the *Monongahela*. The *Mississippi*, having passed the center batteries, ran aground, and, after sustaining the concentrated fire of the batteries for half an hour and removing the sick and wounded, she was fired and blown up by order of her commander, Smith. Nothing was saved from the ship but officers and crew, and nothing was left to the enemy.

Admiral Farragut, with the *Hartford* and *Albatross*, was reported at Waterloo, [La.], on Sunday. The *Richmond*, *Monongahela*, and the gunboats *Essex* (ironclad), *Sachem*, *Genesee*, and *Kineo*, with the six mortars, reached Profit Island, 3 miles below Port Hudson.

The loss of life was chiefly sustained by the *Mississippi*. It is believed that the killed, wounded, and prisoners will not exceed 70. The loss on the other vessels was comparatively light, but including among the wounded the inestimable officers Commander McKinstry, of the *Monongahela*, who was injured by a fall from the bridge, which was shot away, and Lieutenant Cummings, of the *Richmond*, who has since died.

The land force under my command, at the suggestion of Admiral Farragut, moved to Baton Rouge on the 7th instant, with the exception of such detachments as were necessary to hold the several positions occupied by our army on the lower river.

* * * * *

We had waited nearly ten days for the fleet, detained by the breakage of machinery, and lost the opportunity of crossing its fire with that of our artillery in the premature commencement of the action by as many hours. * * *

In the early part of these movements Colonel John S. Clark, of my staff, who was near the enemy's lines, was seriously wounded, his horse being killed under him by the same shot. A captain of cavalry was also wounded and captured. Several dead bodies were left upon the ground by the rebels and some of the wounded brought into our camp. The entire command was under arms during the night, but no general action occurred.

Information having been received from the signal corps that the *Hartford* and *Albatross* had safely passed at Springfield Landing, and the balance of the fleet, with the exception of the *Mississippi*, was in safety on this side, the troops rested upon their arms until Sunday evening, when they fell back near Bayou Montesano and encamped from 5 to 8 miles from Baton Rouge. * * *

It had been understood, in the event of the passage of any portion of the fleet, that communication with the river above Port Hudson should be made by the army. Accordingly two regiments, with a section of artillery and a company of cavalry, under Colonel Parmele, of New York, were sent on Monday the 16th instant to force a pas-

sage from opposite Profit Island, under protection of the fleet, to some point above Port Hudson. * * *

Thursday evening three small river steamers came down the river and rested under the batteries. * * *

I can but repeat the opinion expressed in previous dispatches that the freedom of the Mississippi is the suppression of this rebellion. The objects to be obtained by running the batteries were: First, communication with the land and naval forces at Vicksburg; second, defeating the construction of new batteries between Port Hudson and Vicksburg; third, cutting off supplies by the Red River; fourth, obtaining an opportunity to enfilade the Red River batteries from above; and fifth, the destruction of the rebel steamers in the river.

All these objects have been successfully accomplished except the last, and, with the exception of the loss of the *Mississippi*, none of the anticipated injuries have been sustained. The complete success of the expedition may be thus justly assumed.

General Weitzel informs me that the *Queen of the West* and the *Webb* are at Butte-à-la-Rose, on the Atchafalaya, threatening an attack upon his position (the enclosed dispatch shows the position he occupies).

It is impossible to send the gunboats he desires immediately, but in all other respects he will be strengthened at once.

* * * * *

I have the honor to be, sir, very respectfully, your obedient servant,
N. P. BANKS,
Major-General, Commanding.

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

Report of Captain Rowley, U. S. Army, regarding measures of cooperation.

OFFICE CHIEF OF SIGNAL CORPS, DEPT. OF THE GULF,
Baton Rouge, La., March 22, 1863.

MAJOR: I have the honor to report that on the 7th instant I received orders from Headquarters Department of the Gulf to proceed with it to this place.

I was accompanied by Lieutenants Russell, Eaton, and Abbott, acting signal officers.

We arrived at this point the evening of the 8th instant. My party and myself immediately joined Captain Roe's party, which had been here for some time.

* * * * *

On the 13th instant I received orders to furnish the flagship *Hartford* with two signal officers and the ironclad *Essex* with one. I accordingly sent First Lieutenant S. M. Eaton and Second Lieutenant J. C. Abbott, with two flagmen, for the *Hartford*, and First Lieutenant Jenks, with two flagmen, for the *Essex*.

I also, under orders, detailed Lieutenants Hallett, Dane, and Rundlett, with their flagmen, to accompany Brigadier-General Grover, commanding division. Captain Roe and Lieutenant Russell were to accompany me with Headquarters Department of the Gulf. * * *

The fleet had in the meantime sailed up the river to the head of Profit Island, about 4 miles below Port Hudson. Reference to the map enclosed herewith will show the position.* Barnes' Crossroads is about 5 miles from the river. I was ordered to dispatch an officer to the river (Springfield Landing) to open communication with the fleet. Lieutenant Hallett, with two flagmen and an escort of cavalry, proceeded immediately to the point designated and opened communication with the *Hartford*. I enclose a copy herewith of his report to me, which contains a copy of messages sent and received. * * *

We remained at the crossroads during the night of the 14th instant. About 11 o'clock p. m. our fleet attempted to pass the batteries at Port Hudson. The *Hartford* and *Albatross* got safely past. The others were disabled and obliged to return. The war steamer *Mississippi* got aground just under the batteries. The crew, after suffering heavy loss, set her on fire and abandoned her. After burning awhile she floated off and down the river and finally blew up with a tremendous explosion. The remaining vessels of the fleet were but temporarily damaged, with slight loss. * * *

No further use was made of the signal corps. In fact, the corps and the cavalry were the only branches of the army that did anything, as not a gun was fired during the trip.

Upon reaching here the general desired me to open communication across the point of land opposite Port Hudson between our fleet at Profit Island and the *Hartford* above Port Hudson. A brigade was detailed as escort. Captain Roe, with three officers, accompanied the expedition. Upon crossing the neck of land they ascertained that the *Hartford* had gone up the river. The expedition returned without seeing the *Hartford*. Lieutenant Eaton is aboard the *Hartford*, if not killed. Lieutenant Abbott was transferred to the sloop of war *Richmond* before her attempt to pass the batteries, where he still remains. Lieutenant Jenks still remains on board the *Essex*.

All my officers did their duty with alacrity and fidelity. First Lieutenant J. L. Hallett is deserving of particular commendation for the manner in which he held communication with the fleet for more than eighteen hours in a position very much exposed to an attack from the enemy, he having but a small squad of cavalry.

Lieutenant Abbott, during the passing of the batteries by the *Richmond*, was in the maintop watching for signals from the *Hartford*. He was doubly exposed, for the *Richmond* had got abreast of the last battery when a ball passed through her steam chest, disabling her at once. She immediately slewed around and drifted past all the batteries. When you consider that the batteries at Port Hudson extend for the distance of 3 miles you will agree with me in saying that the position of Lieutenant Abbott was not so agreeable as could be wished for. * * *

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

W. W. ROWLEY,

Captain and Acting Chief Signal Officer, Dept. of the Gulf.

Major ALBERT J. MYER,
Signal Officer, U. S. Army.

* Not found.

Report of Lieutenant Hallett, U. S. Army, acting signal officer, of operations March 10-16.

HEADQUARTERS SIGNAL CORPS,
Baton Rouge, La., March 16, 1863.

SIR: * * * The following is a correct transcript of messages sent and received by me from Saturday, the 14th, to Sunday, March 15, 1863, inclusive:

J. L. HALLETT,
Acting Signal Officer.

[Sent off 1:30 p. m.]

SATURDAY, *March 14.*

Admiral FARRAGUT, *Ship Hartford:*

My command is at Barnes' Cross-Roads, and occupies the road to Ross Landing, on the flank and rear of the rebel batteries. When will you open fire? We shall be ready this evening.

N. P. BANKS,
M. G., C.

[Sent off 7 p. m.]

Lieutenant EATON, *Ship Hartford:*

I shall be on board the *Saint Maurice* until morning at the Springfield Landing. If you have any message for General Banks, send a boat to the landing and it will be forwarded.
HALLETT, 33.

[Received.]

SUNDAY, *March 15—3 a. m.*

General Banks wants to know what that firing is.

[Sent off 3:15 a. m.]

SHIP LANDING, *March 15.*

Major-General BANKS:

I can not say, but think it is a fire raft. Will send word as soon as I find out.

J. L. HALLETT,
Lieutenant and Acting Signal Officer.

[Sent off 6 a. m.]

SPRINGFIELD LANDING, *March 15, 1863.*

Major-General BANKS:

SIR: The *Hartford* and *Albatross* passed the rebel batteries last night, and are now anchored above Port Hudson. The *Richmond* received a shot through steam drum, and was obliged to turn down when abreast the town.

The *Mississippi* ran ashore under the batteries; was set fire to and blown up to prevent her falling into the hands of the enemy.

The *Monongahela* returned on account of some accident to her machinery, which prevented her from stemming the current.

The *Richmond*, *Monongahela*, *Genesee*, and *Kineo* are anchored 5 miles below Port Hudson.

Richmond, loss, 3 killed, 15 wounded; *Monongahela*, 10 killed, wounded unknown; *Mississippi*, loss large, but not exactly known.

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

J. L. HALLETT,
Lieutenant and Acting Signal Officer.

[Telegram.]

PORT HUDSON, *March 14, 1863.*

The bombardment commenced at 2 p. m. Firing very slow. Fleet not in range of my guns. The land force are advancing.

FRANK. GARDNER,
Major-General.

Lieutenant-General PEMBERTON.

[Telegram.]

HEADQUARTERS,
Port Hudson, La., March 14, 1863.

GENERAL: The steamboats have arrived with corn just in time. I shall get them all off to-night. The enemy are now bombarding this place and their land forces have advanced. Their whole fleet of eleven vessels is in sight, but nothing decided is yet shown in their operations. * * *

I am, very respectfully, your obedient servant,
FRANK. GARDNER,
Major-General.

Major-General RICHARD TAYLOR,
Commanding West Louisiana, Alexandria.

[Telegram.]

PORT HUDSON, March 14, 1863.

The firing from the enemy is once in two or three minutes at long range since 2 o'clock. No harm done. The reports of the position of land forces not accurate. Their advance have been skirmishing 3 miles from breastworks.

FRANK. GARDNER,
Major-General, Commanding.

Lieutenant-General PEMBERTON.

Report of Major-General Gardner, U. S. Army, commanding at Port Hudson.

HEADQUARTERS,
Port Hudson, La., March 14, 1863.

COLONEL: I have the honor to report that on Monday last, March 9, the enemy gave some indications of advancing, and on Tuesday moved out with considerable force of infantry, cavalry, and artillery on the three roads, but made a halt only a few miles from Baton Rouge. He moved a portion of his force by transports about 5 miles above Baton Rouge at the same time, and also sent up one gunboat, which drove in my signal parties from the lower stations, capturing 2 men.

Yesterday he advanced five gunboats, the *Mississippi* and *Richmond*, with three transports, and landed a small force of cavalry and two regiments of infantry at Springfield Landing, about 10 miles below here by the road. They marched rapidly to the Baton Rouge road and passed down that to the road to Taylor's Landing, and embarked again at that point. I started Wingfield's cavalry immediately on the receipt of the intelligence, but they were too late. The enemy effected nothing except driving in the small interior cavalry pickets and stealing a few horses. The expedition was of more benefit to my men than theirs, as it produced immediate cheerfulness and hopes of a fight.

The five gunboats anchored in sight, but not in range. Six in sight this morning. No news from the front.

I am, sir, very respectfully, your obedient servant,
FRANK. GARDNER,
Major-General.

[Lieutenant-Colonel J. R. WADDY.]

[Telegram.]

PORT HUDSON, *March 15, 1863.*

We have burned one gunboat in front of Port Hudson. The others have gone back.

FRANK. GARDNER,
Major-General.

General PEMBERTON.

[Telegram.]

PORT HUDSON, *March 15, 1863—2 a. m.*

One gunboat passed at 12 midnight. She returned our fire boldly. Don't know if we hit her. Steamboats have started.

FRANK. GARDNER,
Major-General.

Lieutenant-General PEMBERTON.

[Telegram.]

PORT HUDSON, *March 15, 1863.*

Gunboat fight lasted heavily from 11 to 2. All came within range. *Hartford* and *Monongahela* [Albatross] passed crippled. *Mississippi* burned. *Richmond* disabled and sent back. Our loss very small. Forces by land advanced, but all is quiet this morning.

FRANK. GARDNER,
Major-General.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, [Miss.], *March 15, 1863.*

Following telegram, just received—

Gunboats' fight lasted heavily from 11 to 2; all came up within range. *Hartford* and *Monongahela* [Albatross] passed crippled; *Mississippi* burned; *Richmond* disabled and sent back. Our loss very small. Forces by land advanced, but all is quiet this morning.

FRANK. GARDNER.

refers to last night. Enemy only tried his land battery against Fort Pemberton. I think all is right. * * *

J. C. PEMBERTON.

JEFFERSON DAVIS,
President.

Report of Major-General Gardner, U. S. Army.

HEADQUARTERS,
Port Hudson, La., March 16, 1863.

GENERAL: The enemy's fleet came up within range at 11 o'clock on the night of the 14th, and being discovered made a terrific fight

with my batteries from 11 until 2, attempting to pass seven vessels by. The result was that the *Hartford* (flagship) passed with the gunboat *Monongahela* [*Albatross*] lashed on the far side. The *Hartford* was very much damaged. The frigate *Mississippi* was burned immediately opposite, and the frigate *Richmond* was badly crippled and had to fall back.

The fleet consisted of fourteen vessels, steam frigates, sloops of war, gunboats, and mortar boats, and all except the mortar boats came within range. The firing was terrific for three hours. The enemy was very much damaged in all his vessels within range, and prisoners state that the loss must have been as much as 200. Our loss was 1 killed and 8 wounded.

I had four steamboats unloading until the moment of the fight, and I then sent them up the river. They have all escaped, as the *Hartford* was too badly damaged to pursue.

I request that you send them back with corn as soon as the enemy passes beyond the Red River, which I suppose will be the case in a day or two.

We have only ten days' allowance of corn.

I am, very respectfully, your obedient servant,
FRANK. GARDNER,
Major-General.

Major-General RICHARD TAYLOR,
Commanding Div. of Western Louisiana, Alexandria, La.

Report of Major-General Gardner, U. S. Army, commanding at Port Hudson.

HEADQUARTERS,
Port Hudson, La., March 18, 1863.

COLONEL: I have the honor to make the following report of the engagement at this post during the night of the 14th instant with the enemy's fleet:

During the day of the 14th the enemy advanced with his entire force, two divisions by the Bayou Sara road and one by the direct road to Clinton, and moved his fleet up the river to within sight but out of range. At 2 o'clock p. m. he commenced bombardment slowly from his mortar boats at long range, and gradually increasing the range until he threw his shells within the lower part of the breastworks. This was continued until 6, without producing any other result than continued cheers from the men as his shells exploded. During the day Rust's pickets (his brigade being in advance of the breastworks) skirmished successfully with the enemy's advance. At 11 o'clock at night the fleet moved up, intending to pass seven vessels by, but were discovered immediately on starting by the signal corps on the opposite side of the river, who sent up signal rockets, and Rust's light batteries at Troth's opened on them.

The enemy immediately commenced bombarding from his mortar boats and firing from all his vessels as he came in range. They advanced in the following order, as has been ascertained from prisoners: Steamship *Hartford* (flagship), with *Kineo* [*Albatross*] (not *Monongahela*, as was reported) lashed on far side; steamship *Richmond*, gunboat *Genesee*, gunboat *Monongahela*, steamship *Mississippi*, gun-

boat *Sachem*, another not known, ironclad *Essex* (remaining at long range), and six mortar boats towed above the point. While passing up all opened their broadsides as rapidly as possible. Rust's two field batteries at Troth's Landing first received this tremendous firing, but strange to say without any harm, although the batteries kept up this unequal contest until the last. Next was Miles's 20-pounder Parrott gun, which was beautifully served; and then followed the heavy guns, first of De Gournay's battalion and next the First Tennessee Artillery under De Gournay's command; next the battery served by four companies of Colonel Steedman's First Alabama Regiment, the remaining companies of their regiment being posted on the bluff as sharpshooters, but unfortunately the enemy did not come in near this bank until after passing them.

The five steamboats which had brought provisions from Red River were unloading until the morning of the battle and got underway in time to escape. The enemy's fleet advanced boldly, but were handsomely received by our batteries. The *Hartford*, with the gunboat lashed to her, only succeeded in passing a little before 12; all the rest of the fleet were driven back and evidently much damaged. The *Mississippi* was burned immediately opposite, and the *Richmond* driven back after she had reached the Point.

* * * * *

I regret to state that Captain Youngblood and perhaps four others have been captured on the other side of the river.

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

FRANK. GARDNER,
Major-General.

Lieutenant-Colonel J. R. WADDY,
Assistant Adjutant-General.

Abstract log of the U. S. S. Hartford, Commander Wainwright, Lieutenant-Commander Thornton, and Captain Palmer, U. S. Navy, commanding.

July 15, 1862.—At 3:55 a. m. the *Tyler* got underway and went up the river. About 7 a. m. heavy firing heard up the river, supposed to be artillery on shore. At about 7:15 the gunboat *Tyler* was seen coming down the river followed close by the rebel ram. Orders were immediately given to get steam up. At 7:30 beat to quarters; the ram steamed down the river, the fleet firing their broadside at her as she passed. After passing half a mile astern, she rounded to, fired two shots at us, and proceeded down the river. The flagship *Benton* and the gunboat *Cincinnati* followed the ram and fired at her, but the latter getting round the point, under cover of the batteries, the gunboats returned. At 7:45 the *Tyler* hailed this ship and asked for a doctor. At 8 sent Dr. Hugg on board the *Tyler*. Beat the retreat. From 8 to meridian: Several fires and explosions reported from the masthead. The fleet getting up steam. At 6 p. m. the mortar boats opened fire on Vicksburg. At 6:45 p. m. the fleet got underway and proceeded down the river. At 7:30 beat to quarters for action. At 7:40 fired our bow gun. Steaming past the batteries at Vicksburg our port battery engaged with the enemy. At 8:12 ceased firing. At

8:20 came to below the city of Vicksburg. The following is a list of the killed and wounded in the action of this evening: Killed—George H. Lounsberry, master's mate; John Cameron, seaman; Charles Jackson, officer's cook. Wounded—John D. Barnes, fireman; Michael Martin, landsman; George Roger, marine; Henry Downes, boy; Thomas Hoffman, paymaster's steward. Captain John L. Broome, Marine Corps, was wounded. Saw a large fire in the city of Vicksburg during the watch (8 to 12 midnight). At 9 the mortar schooners ceased firing.

July 16.—At 10:30 a. m. the rebel ram *Arkansas* reported getting up steam. Brought to and got battery ready for action. At 1 p. m. called all hands, "Bury the dead." Sent the bodies ashore for interment. From 4 to 6 p. m.: During the watch the ram got underway and stood across the river to the point opposite the city; she then turned around and stood across to the town. At 6 p. m. went to quarters and drew the shell from the guns of both batteries and loaded with solid shot.

July 17.—From 8 to meridian the mortar schooners on the other side fired occasionally. At 4:30 p. m. the enemy opened fire from a battery on starboard bow, throwing shot across the river. At 5:10 called all hands up anchor and dropped a short distance down the river. *Brooklyn* and *Richmond* also dropped down. Mortars above the city engaged in shelling the enemy's ram.

July 18.—At 6 a. m. gunboats *Wissahickon* and *Winona* got underway and proceeded down the river. At 7 the *Kensington* came along-side. The ram in sight off Vicksburg. From 8 to meridian: Mortars above Vicksburg throwing shell at the rebel ram. The *Brooklyn* fired a shot at a battery abreast of her. At 1 p. m. the *Brooklyn* got underway and dropped down the river. At 7 p. m. the flag-officer returned from a reconnoissance. From 8 to midnight: the ship lying at anchor with 18 fathoms chain, all ready to slip or get underway.

July 19.—At 5:30 a. m. dropped down the river. At 7:20 came to. From 8 to meridian: Flag-Officer Davis's mortars firing upon the town and ram; the latter fired several broadsides. At 7:10 p. m. cast off from the coal ship and commenced steaming up the river. From 8 to midnight: Steaming slowly up the river. At 9:15 came to with starboard anchor in 10 fathoms water, 24 fathoms chain. Fouled the *Iroquois* and smashed one of her boats. The *Iroquois* cleared us and came off our port bow.

July 22.—From midnight to 4 a. m. *Pinola* and *Westfield* placing mortar vessels in position. From 4 to 8 a. m.: At daylight the upper batteries of the enemy opened fire on Flag-Officer Davis's fleet. The mortars on this side opened fire upon the enemy. The *Essex* came down the river and engaged the rebel ram at 5 a. m. At 5:10 a. m. called all hands up anchor, hove up starboard anchor and got underway under steam; stood up the river. All the fleet underway. Went to quarters. The *Essex* passed the rebel batteries, rounding to under our stern and came to, inshore. At 5:50 a. m. came to with port anchor. At 6 a. m. men left their quarters. At 2 p. m. mortar schooners dropped down river. From 6 to 8 p. m. mortars above the city engaged shelling enemy's batteries.

July 23.—At 3:35 a. m. heavy firing was heard down the river for about fifteen minutes. At daylight the steamer *Ceres* came up the river and reported that she had been fired into from the shore about

3 miles down the river. From 6 to 8 p. m. Davis's mortar boats shelling the rebel batteries, the latter replying occasionally.

July 24.—At 1:30 p. m. got underway and dropped slowly down the river. All the fleet, including General Williams's transports, got underway and proceeded down the river. At 3:30 the *Essex* fired two shots in the direction of Vicksburg. Steamed up river about a mile. At 3:50 signaled the *Brooklyn* 1148. At 4 hoisted jib, turned round, and steamed down the river. At 4:45 signaled the *Brooklyn* 1075. At 5 some of the vessels ahead fired several shots on shore. Beat to quarters and remained half an hour without seeing enemy. From 6 to 8 fired Nos. 4, 7, and 9 at a flatboat.

July 25.—Steaming down the river. At 7:30 heard firing in the direction of Grand Gulf. At 8:15 passed Grand Gulf, but did not see the enemy. At 10 passed the town of Rodney and met the *Pinola* steaming back to the town for the purpose of destroying two flatboats. From 4 to 6 p. m.: Passed Natchez. At 4:30 left the *Pinola* and *Sumter* off the town to destroy all lighters. Two shots fired from a mortar schooner ahead at Ellis Cliffs.

July 26-28.—Steaming down the river. At 12 meridian (July 28) came to anchor off New Orleans.

August 3.—At 10 p. m. received a dispatch from General Butler. At 10:30 sent a dispatch to the *Cayuga*.

August 6.—At 1:45 a. m. made preparation for getting underway. Major-General Butler came on board. At 5:30 a. m. got underway and proceeded up the river. At 8:30 p. m. heard firing down river. At 8:50 the steamer *Sallie Robinson* came up river and reported having been fired into at Donaldsonville by a piece of artillery and muskets. The steamer *Whiteman* passed down river.

August 7.—At 5 a. m. got underway and proceeded up the river, *Brooklyn*, *Westfield*, and *Jackson* in company. At 10:30 Baton Rouge in sight. From 8 to midnight: At 9 p. m. an alarm on shore that the enemy was coming to attack our troops. The gunboats *Cayuga*, *Essex*, and *Kineo* threw several shells into the woods beyond the town. At 11:45 p. m. the *Sciota* got underway and went down the river.

August 8.—At 12:45 p. m. the *Cayuga* appeared in sight, coming down the river. She fired a few shells on both banks.

August 9.—At 5 a. m. got underway and proceeded down the river. At 8 a. m. rounded to and sent a boat on shore in charge of Mr. Goodwin at Plaquemine and informed them if they ever fired on any of our ships we should burn their town down. Steaming down the river. At 11 went to quarters and cast loose the battery on both sides. Fired about fifteen shot into the town of Donaldsonville. The *Brooklyn* also fired. At 11:15 stopped off Donaldsonville; sent the gig with an armed boat's crew in charge of Acting Master Goodwin to fire the town in several places. Meridian to 4 p. m.: Underway off Donaldsonville, with the crew at quarters. An expedition on shore burning the town. At 2 p. m. sent Captain Broome, with the marine guard, on-shore. At 3 p. m. expedition returned. At 3:15 proceeded down the river in company with the *Brooklyn* and *Cayuga*.

August 10.—At 2:05 p. m. the fleet surgeon announced the death of Commander Richard Wainwright, the commander of this ship, and the colors were half-masted. Lieutenant Albert Kautz left the ship to return home in the *North Star*, being condemned by a medical survey.

August 11.—Lieutenant-Commander James S. Thornton in command. At 2 p. m. funeral services were read over the remains of Captain Wainwright by the Reverend Doctor Laycock, the officers from the vessels of the fleet attending. At 5:45 p. m. sent the remains of Commander Richard Wainwright on board the U. S. S. *Miami* in the gig, the boats of the squadron attending.

August 12.—At 1 p. m. received a mail from shore. At 4:30 p. m. General Butler saluted Admiral Farragut with fifteen guns, which was returned by this ship, gun for gun. At 8:15 p. m. a band, the Twenty-sixth Regiment (Massachusetts Volunteers), came on board and serenaded the admiral.

August 13.—At 9 a. m. the sloops of war *Pensacola*, *Brooklyn*, and *Mississippi* saluted Rear-Admiral Farragut with fifteen guns, which was returned from this ship. At 9:45 a. m. hove up anchor, and proceeded down the river in charge of the pilot. At 11 called all hands to muster and read a copy of the thanks of Congress to Captain D. G. Farragut and the officers and men under his command. Piped down, crew giving three rousing cheers. At 5 p. m. came to anchor in 20 fathoms water; veered 35 fathoms chain; Fort St. Philip on our starboard bow. At 5:30 Admiral Farragut and some half dozen officers left the ship to visit the forts. At the same time forts fired a salute of thirteen guns, which we returned, gun for gun.

August 15.—From 4 to 6 p. m. lying in the Mississippi River at Pilot Town.

August 16.—At 6 a. m. pilot came on board. At 7 a. m. got underway and proceeded down the river in charge of the pilot.

August 17.—At 8:55 a. m. came to off Ship Island.

August 19.—At 5:30 a. m. got underway and stood to sea. At 12:40 p. m. exchanged numbers with the frigate *Susquehanna*, sloop of war *Preble*, and gunboats *Kennebec*, *Kanawha*, *Cayuga*, *Harriet Lane*, and *Bohio*, blockading off Mobile Harbor. At 1:55 p. m. the *Susquehanna* saluted the admiral with fifteen guns, which was returned by this ship with thirteen. At 2:30 stopped ahead of the *Susquehanna*; Captain Hitchcock came on board. At 5 p. m. came to anchor.

August 20.—At 6 a. m. hove up anchor and proceeded into Pensacola Harbor. At 7:45 anchored abreast of the navy yard. *Brooklyn* anchored off our port bow.

August 27.—At 6 p. m. called all hands to muster, when Lieutenant-Commander James S. Thornton transferred the command of this ship to Captain James S. Palmer.

November 7.—At 10 a. m. up anchor and got underway, and stood to sea in charge of the pilot, *Richmond* in company. At 6 p. m. stopped off Mobile. Found the *Brooklyn* and *Tennessee* at anchor. At 8 p. m. started ahead and shaped our course for South West Pass, Mississippi River, *Richmond* and *Tennessee* coming up astern.

November 8.—From meridian to 4 p. m. at anchor, South West Pass.

November 9.—Proceeding up the Mississippi River. At 11:30 made the shipping off New Orleans, the *Tennessee* in company. At 12:30 p. m. the English steamer *Rinaldo* saluted us with seventeen guns, this ship returning the salute, gun for gun. At 1 p. m. the French steamer *Catinat* saluted the broad pennant of Rear-Admiral Farragut with thirteen guns, which we returned, gun for gun. At 12:40 came to off the city of New Orleans.

December 2.—Meridian to 4 p. m.: The gunboat *Essex* came down the river.

December 4.—Sent fourth cutter with Mr. Goodwin and Mr. Footel[?], who have been ordered to Berwick Bay with Captain [Lieutenant] Buchanan. Expected Mr. Goodwin to command the *Diana*.

December 17.—From meridian to 4 p. m.: Generals Banks and Auger visited the ship.

December 24.—At 9:45 a. m. Generals Butler and Shepley visited the ship.

January 1, 1863.—Off New Orleans, Mississippi River.

January 2.—From 4 to 8 p. m.: Captain and admiral left the ship.

January 3.—At 1 p. m. Major-General N. P. Banks and Brigadier-General Weitzel came on board.

January 16.—At 11 a. m. the officers, 12 men, and the marine guard went on shore to attend the funeral of Lieutenant-Commander T. McKean Buchanan, who was killed in action by the rebels in Berwick Bay, while commanding the steamer *Calhoun*, January 14, 1863.

January 17.—From 8 to midnight: Admiral and captain returned on board.

March 11.—At 5:20 a. m. steamed up river, making signal to fleet. Baton Rouge in sight. At 9 a. m. came to with port anchor opposite Baton Rouge. *Monongahela* and *Genesee* came to anchor astern and *Albatross* came to anchor ahead.

March 12.—At 11:45 a. m. the *Genesee* went up the river with two mortar schooners in tow. At 4 p. m. the *Sachem* came up and anchored. From 4 to 6 p. m.: Made signal to the fleet, *Kineo*, *Richmond*, *Essex*, and *Monongahela*. Steamboat *Sallie Robinson* came up.

March 13.—At 2 a. m. steamer *Sachem* got underway and went up the river. At 3:50 two steamboat loads of troops went up. From 8 to meridian and from meridian to 4 p. m. engaged getting ship ready for battle. At 4 p. m. called all hands up anchor and at 4:30 got underway, being followed by the *Richmond*, *Monongahela*, *Kineo*, and *Mississippi*. At 7:30 p. m. came to with port anchor, the fleet anchored astern.

March 14.—From 4 to 8 a. m.: Came to anchor below Port Hudson. From 12 to 4 p. m.: The steamer *St. Maurice* brought an officer with communications from General Banks. The mortar boats opened fire on the batteries at Port Hudson. From 4 to 6 p. m.: Another rebel steamer came down the river, making five in all. Mortar fleet firing at rebel batteries. At 7 p. m. the *Albatross* came alongside and made fast to our port quarter. At 9 p. m. signaled fleet to get underway. At 9:30 p. m. beat to quarters and waited for fleet to form in line of battle. At 9:40 repeated signal. At 10 the tugboat *Reliance* came up with dispatches; spoke and sent her to hasten rear ships. At 11:20 the *Richmond* reported the rear ships moving up to stations. At 11:20 batteries opened fire upon us, which was immediately returned with the two bow guns. Steaming up the river, engaging the batteries at close quarters. Unable to close in with rebel steamers on account of their superior speed. At 12:15 cheered ship, having passed the batteries, with the loss of 1 killed and 2 slightly wounded. Light breezes from N. E.; clear and pleasant.

March 15.—At 1:15 a. m. cast adrift the *Albatross* from our port quarter. At 1:30 a. m. came to with port anchor in 10 fathoms

water, veered to 30 fathoms on port chain. Firing below us still continuing. A bright light seen drifting down from the batteries, from which frequent number of explosions were heard. The light seen was supposed to be one of our vessels burning. Weather warm and pleasant. While engaged casting off from the *Albatross* she fouled us, smashing our launch towing on the port side. From 4 to 8 a. m.: Reports of guns down the river in direction of the fire. At 5 a. m. a very heavy explosion took place down the river by the fire, which latter immediately went out. From 8 to meridian: Inspected crew at quarters. Nailed a placard on the launch, dated 5 miles above Port Hudson, and stating our safe arrival. At 10 a. m. called all hands up anchor and at 10:30 got underway, standing up river in charge of the pilot, *Albatross* underway following us. At 6 p. m. came to anchor. At 7:15 cast loose both batteries ready for action.

Abstract log of the U. S. S. Albatross, Commander French, and Lieutenant-Commander Hart, U. S. Navy, commanding.

July 10, 1862.—At Boston navy yard.

August 1.—Commander Henry French assumed command of this ship.

August 7.—At 5 p. m. stood out to sea.

September 5.—Off Pass à l'Outre. At 8 a. m. spoke prize schooner *Theresa*, prize to the U. S. bark *W. G. Anderson*.

September 21.—At 8 a. m. saw a schooner to the N. E. At 10:45 she set Confederate colors. Sent away the second cutter, armed, in charge of Acting Master C. P. Washburn, to board her. Stood for the schooner. She altered her course and stood out to sea, when a shot from the rifled Parrott gun brought her to. Mr. Washburn boarded her and sent the captain and crew on board. She proved to be the *Two Sisters*, of Galveston, from the island of St. Lal, bound to Brownsville, Tex.

October 2.—At 7:25 a. m. spoke and boarded the schooner *Emma*, of Liverpool, prize to the U. S. schooner *Kittatinny*.

October 30.—At 1:05 p. m. Captain Henry French took leave of the crew, and Lieutenant-Commander John E. Hart took command of the ship.

November 18.—Abreast St. Andrew's. At 1 p. m. sent first and second cutters ashore and they brought off two boats.

November 19.—Meridian to 4 p. m.: Sent 12 armed men ashore in charge of Ensign Harris to destroy what boats they could find. At 4:45 p. m. they returned, having burned 12 boats.

November 21.—At 9:15 a. m. Executive Officer Dubois and an armed crew of 11 men went on an expedition on St. Andrew's Bay for the purpose of destroying some salt works, in company with a boat of the U. S. brig *Bohio*.

November 24.—At 4 a. m. gig and first and second cutters, all armed, left the ship in charge of the captain, with 5 officers and 9 extra men besides the boats' crews, and two boats of the *Bohio*. At 7:30 firing heard in a northerly direction. Expedition returned at 9 p. m. bringing three prisoners.

November 25.—At 3:30 p. m. lowered rifled howitzer into the prize sloop and fired two shells.

November 27.—At 4 a. m. Lieutenant-Commander Hart, with 9 officers and 27 armed men in the gig, first cutter, and prize sloop, with the boat howitzer, left the ship, in company with boats from the brig *Bohio*, proceeded on an expedition up East Bay.

December 8.—Running along near the shore. At 9 a. m. saw some salt works and fired a shot from Parrott gun over them: Captain with gig and first and second cutters, all armed, went ashore; saw a large number of men in the woods; fired another shell over them from the Parrott gun. At 10:30 all hands returned, having destroyed 24 salt pans. Stood to the westward. At 11 headed ship to the eastward. At 1 p. m. saw salt works; landed with launch and first and second cutters, in charge of Mr. Dubois, and broke up 35 salt pans.

December 17.—From 8 to 12 m.: Lying off Baton Rouge; ship cleared for action; officers and men at quarters. At 8:30 a. m. *Essex* went in alongside the bank abreast of the town, and fired a number of shells over the town, preparatory to landing troops. Transports landing troops, our first cutter and launch assisting troops to disembark.

January 21, 1863.—At 10:30 p. m. lights ashore at Plaquemine, and we were hailed several times. At 10:50 sent a boat near the shore and learned that a party of cavalry were cut off 3 miles above the bayou and wished boats to cross the bayou.

January 22.—At 11:45 a. m. heard the report of heavy guns up the river.

February 24.—At 11 a. m. sent gig, first cutter, and launch, in charge of Master's Mate Harcourt, in answer to signal "Send all boats" from the *Mississippi*. At 1 p. m. boats returned from rebel steamer *General Sherman*, with prisoners, which they put on *Mississippi*.

March 14.—Near Crawford Island. At 1:50 p. m. *Hartford* fired a gun from port battery, and at 2:30 *Essex* and mortar schooners opened fire. At 10:30 *Hartford* stood upstream with us alongside, followed by the *Richmond*, *Mississippi*, *Monongahela*, *Genesee*, and *Kineo*. At 11 the enemy opened fire from the batteries of Port Hudson, which we returned. Charles Raick, captain's steward, was killed while nobly fighting his gun. At 12 battle still going on. During the fight the Parrott gun was struck by a shell and a part of the right trunnion broke off; a piece of shell passed through the smokestack. The ship was struck by small pieces of shell in many places.

March 15.—At 12:45 a. m. passed out of reach of the guns of Port Hudson. At 2 saw what we supposed to be a ship burning below Port Hudson. At 5:15 a terrific explosion took place from the burning ship. From 11 p. m. to midnight heard heavy firing to the southward and westward, a long distance off.

Private diary of Captain H. H. Bell, U. S. Navy, 1862—No. 4—continued from Volume 18.

July 15, 1862.—At 6 a. m. heard reports of distant guns up the river, nearer and nearer. At 7 firing of heavy guns, and rapid. Ordered up steam immediately and to prepare for battle. At 7:55 saw rebel

ram turning the bend and go in to the bank under the city. Made signal, "Prepare for action." Ordered the *Kensington* and *Kuhn* to drop down out of the way and the latter to watch the result and then to proceed to New Orleans with the news. The mortar boats proceeded immediately to drop down. About the time the ram hove in sight received a message from General Williams announcing its presence; also one of this ship's officers, Mr. [E. S.] Lowe, reached the ship, having seen her approaching from above. At 9:30 a. m. messenger from flag-officer (Master's Mate Van Allen [E. J. Allen?]) brought me a letter announcing the arrival of the ram and her safe passage by the fleet, not one of Flag-Officer Farragut's fleet having steam on; but that his fleet should follow down as soon as he could get up steam to make the attack, and that I shall be ready to assist. Ship all ready. At 10:20 hove up anchor and kept underway. Discovered mortar boat No. 13, *Sidney Jones*, on fire (lying aground). At 10:30 she blew up. Davis's mortar vessels firing occasionally, also an army battery (Kimm's) [Nims'] of light artillery from the point on bend. Immediately on the receipt of flag-officer's note sent an order to Captain Renshaw to bring up his mortars again and join the attack which flag-officer was about to make. 12:40 p. m. *Westfield* passed up with three mortars in tow and placed them in position, the headmost one being near the burning wreck, and they shortly began throwing shells, the rebel batteries opening upon them, their shot, except one, falling short. 3:30 p. m. *Westfield* towed up two more and placed them. All the army transports dropped down the river. In the morning, when the ram passed by the fleet, some of our shot fired from the other side, fell into the river ahead of us, passing over the mortar boats. 5:25 p. m. anchored in sight of flagship. At 6:30 flagship made signal to get underway and "to form second order of sailing." 6:40 got underway. Fleet above moving slowly. Getting dark, upper batteries very lively. In dark twilight saw the *Iroquois*, followed by a ship, turning the bend. All the batteries in full play, likewise the ram, her position being marked before dark, and her fire appearing low down on the water and pointed upstream. Darkness and smoke wrapped in all the vessels for a while till they began to emerge below. For a long interval the ram did not fire at all, and hopes sprang up that she had been rammed, but at the very close his fire opened again for one or two broadsides after our vessels had passed. As soon as the *Iroquois* was observed, this vessel moved up to the position of Porter's mortars on left bank and played her two rifles (broad-sides could bear on no battery) on the batteries on that side. *Westfield* on starboard quarter and the burning wreck on port quarter, well abaft the beam, until the fleet had passed. Eleven primers were exploded on the 50-pounder Dahlgren rifle before it was fired. Position was taken on the left bank, in order to avoid being run into by the vessels coming down. Called to see the flag-officer after anchoring (9 p. m.). No one of his fleet saw the ram in their descent, although everyone was on the lookout for her. He expressed deep mortification and vexation at his failure; said he had been dissuaded against his judgment by parties, naming them, from coming down in the morning and there had been unlooked-for delay in starting his fleet after signal was made. It is a terrible business and fraught with great danger. The ram must be attacked with resolution, of

course, and be destroyed or she will destroy us. It would be an easy conquest but for the batteries which surround her on all sides.

July 16.—Heavy rain, with squalls of wind, all day. In the morning, after the rain, flag-officer expressed his determination to go up and attack to-night with three ships, accompanied by the U. S. ram *Sunter*, Lieutenant Commanding Erben. This gentleman remembered that his delivery pipe was broken and that he could do nothing until it was repaired, and sent to Flag-Officer Davis's fleet a wagon from the camp to bring over a pipe, which they are getting ready for him. I was called on board by signal; found De Camp, Alden, and Renshaw there. Flag-officer remarked to me that he wanted to go up with the three ships at night and what I thought about it. I was opposed to the night attack for the reason that the one just made was a failure; that a low object against the bank could not be seen; besides, the night will be dark and unsettled and the wind too fresh to work the ships in the current and narrow channel where we can not turn. I favored a day attack. Alden said it is the specialty of the ironclads and rams of Davis's fleet, and that they should do it; there was reason in this. But flag-officer remarked that he could not control them, and could only trust to his own vessels; true. Captain Alden left, saying he was ready for anything flag-officer and I should agree upon, but suggested nothing more than as above. Sent the *Pinola* ahead after dark to look out.

July 17.—9 a. m. called to see flag-officer in obedience to signal. Present, Captains Palmer, Alden, and Lee. Had heard from Flag-Officer Davis, who was not yet prepared for an attack, and argued against the expediency, alleging the hazard of all that has been won upon the river. The ram *Sunter* not ready; things in statu quo, though flag-officer is very impatient. I suggested the loss of everything from this to Fort Jackson below New Orleans as the consequence of his defeat under the forts, with the loss of the ships, or their propellers even, having no reserve except the *Pensacola* and *Mississippi*, for the gunboats could not be counted on. Parties on the hill abeam fortifying it. 5:30 p. m. two batteries below the city opened fire on us. Dropped lower downstream and anchored. Presently after, a rifle ball passed between my masts, lodging in the river bank at the canal; weighed anchor and dropped down about 300 yards. Tried in vain to fire the Dahlgren 50-pounder rifle. Mortars of Davis's fleet keeping the ram moving, several shells bursting over it and others falling close by. Parties trying to work on her.

July 18.—Observe no fires on the ram this morning, lying snugly alongside of wharfboat; wagons coming to and going from her. 9 a. m. observed parties throwing up works on the hill abeam, so close to us that I saw their measuring line. Hill about 200 feet high, and next to the quaker gun; signaled same to flag-officer. Fired six rifle shots at them without their leaving their work. Estimated distance 1½ miles. This time got off the 50-pounder rifle by filling vent with fine powder and using percussion primers instead of friction. Saw flag-officer, who, ordering me to fill up supplies for three months from the *Kensington*, I suggested the propriety of dropping down from the new battery, which he assented to, saying it is "better for the fleet to lay below the island" in case the ram shall come out. 1:10 p. m. dropped down a half mile (*Hartford* a quarter of a mile ahead),

ready to receive the store steamer *Kensington*. 4 p. m. received her alongside and took out the supplies which she could furnish.

July 19.—6 a. m. *Hartford* dropped down to the *Kuhn*, 1 mile lower down, to take in coal. Ram *Arkansas* under the city batteries, apparently without steam. He fired several shots up the river and also at the forts at the upper end of the city. Three new guns appear to have been placed there. *Richmond* came up and anchored on starboard quarter. At 8 p. m. *Hartford* anchored ahead of us half cable's length.

July 20.—6:30 a. m. weighed and anchored one cable's length ahead of *Hartford*, *Oneida* on port bow.

July 21.—P. m. flag-officer ordered up the five mortars for shelling the batteries, and ordered the captains to load with solid shot for attacking the ram *Arkansas* at 3 o'clock next morning. 8:30 p. m. the *Westfield* ran aground abeam of us nearly one cable distant. Sent him an order from General Williams for steamer *Iberville* to tug him off, and offered my own services; declined. Afterwards he accepted a hawser and then cast it off. 12:30 p. m. *Sciota* and *Pinola* towing mortars into position.

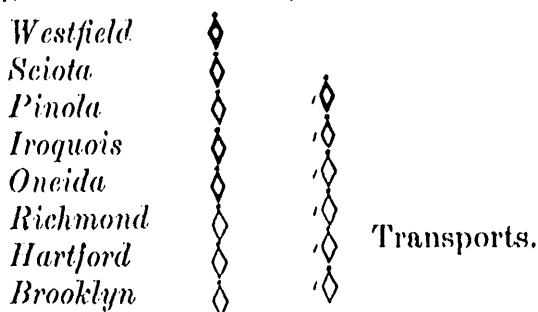
July 22.—12:30 a. m. *Iberville* got the *Westfield* afloat; 2:40 a. m. received Mr. Seymour, river pilot, from Flag-Officer Davis's fleet. 3 a. m. called all hands and waited for signal to get underway. 4:50 a. m. firing began from upper batteries, all the forts farther down gradually joining in. 5 a. m. flag-officer made signal to get underway. 5:10 underway. U. S. ironclad *Essex* appeared, coming down the river, shot falling around her like hail. She moved slowly. Ram *Arkansas* lay against the bank, under a battery of six guns, at the upper point of the city or at the bayou. Both the iron combatants were more or less enveloped in smoke; we could see but little of them. *Essex* appeared to run into the bank ahead of the *Arkansas*; then, in backing out, the current swept her rapidly down. *Essex* heading up for the enemy, but appeared to gain nothing ahead. After hanging there stationary for some minutes, and all the batteries pouring their shot upon him, she bore away and stood down the river. During this exciting scene the U. S. ram ironclad *Sumter* steamed ahead of the fleet about 1 mile and lay there, steam on. 5:15 flag-officer made signal "Prepare for action." 5:25, the *Essex* appearing to be engaged with the *Arkansas*, flag-officer made signal to the fleet "Go ahead." Steamed up to the mortars. 5:38 flag-officer made "Action commence." 5:40, *Essex* still moving down, flag-officer made signal "Action discontinue." 5:45 *Essex* passed under the stern of *Hartford*. 5:50 flag-officer made signal "Anchor," and we anchored (at 6). When the *Essex* was about a mile down the river below the *Arkansas*, a ram from Davis's fleet rounded the point ahead and dashed boldly at the rebel. Making one blow, he proceeded up the river with all speed under a heavy fire of shot. Though hit in several places, only two shot penetrated, going through. One of them appeared to have been a X-inch shell, which exploded, killing 1 man and wounding 3. The other was 50-pound rifle, which, passing through the side diagonally, knocked off three paddle buckets. The *Essex* was covered with an armor of 1-inch sheet iron and one-quarter inch of gutta-percha between that and the wood; the iron plates are corrugated. Flag-Officer Davis wrote to Flag-Officer Farragut not to think of passing the batteries; that he would "destroy the ram *Arkansas* or drive her down" to him (Flag-Officer Farragut), and as

the thick wood on the bend intercepted all view of Flag-Officer Davis, we could make out nothing that was going on in his fleet. There was imminent danger of a pell-mell collision if we had gone up, and meeting the fleet of Davis coming down, which we knew not what to think of. There is a hearty spirit in the fleet to risk much to get at the ram.

July 23.—3 a. m. heavy firing down the river. It turned out to be horse artillery at Warrenton, following up transport *Ceres*. 9 a. m. went to say good-by to Commander S. P. Lee, of the *Oneida*, who is called to report at Washington with dispatch. 10 a. m. rebel ram moved up the river out of sight, as if meditating something against Davis. Met Captains Lee, Alden, and Crosby on board the *Hartford*, flag-officer having signaled for captains to go on board to him. I was not present at any consultation and heard no one's opinion expressed but that of Captain Lee. Captain Alden remarked to me that the fire to which the *Essex* had been exposed would have sunk any ship in the fleet. Lee thought that the ships should drop down below the shoal, as the river is falling fast, and place ourselves within reach of our supplies and there guard the river below, Flag-Officer Davis having expressed himself to Flag-Officer Farragut as able to meet the enemy. My own opinion, as expressed to the flag-officer, is that he should not stake the command of the river upon an attack from the ram under the batteries at Vicksburg; that the river being narrow in the channel, his ships could not turn there, and a disaster to our situation would probably bring disaster to all, either by shot or grounding, and that no ship could lie under the batteries there without being sunk. The river is falling fast and shortly he would not be able to go down at all, and could not lie here, as we see them establishing commanding batteries on the heights abreast of us, and have had their shots through our rigging, and should have supplies cut off from us as the water falls; that not a vessel of his fleet could cross some of the bars at low water to supply him. In fine, that the loss of his ships would lose the river and the city of New Orleans. He might lie somewhere below Manchac Shoal, which is said to be the last shoal in the river, and there cover the city against any attack from above. Getting sick of fever. * * * Was informed by flag-officer that Davis intended to keep the *Essex* and *Sumter* below Vicksburg after our departure. He thought it very unwise, but Flag-Officer Davis was judge and master of his own fleet. The troops being removed from where we go, the overland between these vessels will be cut off by guerrillas, and all supplies likewise. I consider it unsafe for his own fleet above, as well as the two vessels down here. 5 p. m. Captain Lee came to see me and said the river communication above has become so unsafe he applied to flag-officer to let him take the route via New Orleans and it was granted; that the three ships will drop down to-morrow, leaving the gunboats and sloops *Iroquois* and *Oneida* behind, to convoy General Williams down as soon as he is ready. 6 p. m. went to see flag-officer. Met General Williams there, who thought he would be ready by noon to-morrow. Flag-officer said he should drop the ships down in the forenoon and leave there four gunboats and two sloops named, to send the troops off; that his ships must pass down below the shoal at Hole in the Wall, above Natchez, and there wait the troops, who were expected to overtake him before that. He was evidently anxious about the water, the *Kennebec* and *Katahdin* having just come up and given different accounts of the

water, though neither of them was very encouraging. Flag-officer again expressed his astonishment that Davis should think of keeping the *Essex* and *Sumter* alone below the city. I reported to flag-officer that the enemy appear to be placing batteries on the levee a little forward of our beam; he saw the men, but doubted it. I also reported to him that men on the hills one point forward of our beam, distant 1½ miles, were working upon a gun there, called the "quaker." That it is no quaker, but a navy 32-pounder, of 57-hundredweight, I can see plainly through the cascabel ring. I fired two shots at them from the Parrott 30-pounder at 7 degrees elevation and drove them away. 8:30 a. m. the ram *Arkansas* moved slowly up the river close against the bank, and about 9:30 disappeared behind the point; several shots fired. P. m. ram moved down, bringing the fleet in view, and lay under the bank. Several shells thrown at the ram *Arkansas* and was answered by the shore batteries in a lively strain. The heavy firing heard down the river at this hour (3:30 a. m.) proved to have been at Warrenton, on the transport *Ceres* (killing one captain, United States Army), by horse artillery, which waited for her below and followed her up the levee as far as they could.

July 24.—6 a. m. ram *Arkansas* lying against the bank in a kind of cove, head downstream, having shifted her berth last night. The gun called the "quaker" has disappeared and another, apparently smaller and rifled, is established about 3 feet of it, pointing a little up the river, seemingly across the neck of land, which is here open and exposes Davis's fleet. Another two-gun battery 1 mile higher up has a large party raising a mound behind these guns as if for another gun. These guns, like the one just noticed, are pointed up the river toward the bend. Enemy busy on the levee also. These guns sent shots between my masts the other day, and could drive us away at any moment, but it seems to be their policy not to disturb us, as the river is falling. 10:30 some of the army transports dropped down alongside of the mortar vessels, as if to take them in tow, and all of them busy embarking troops. 1 p. m. all the transports clear of the banks and the *Essex* hauled off into stream. Gunboats *Katahdin*, *Pinola*, *Kennebec*, and *Sciota* dropping downstream. Signal for *Westfield* to get underway. 1:20 p. m. received a sketch of the order for proceeding down the river July 24 as follows:



No distance assigned.

(P. S. The transports did not observe this order, but seemed to run in with the headmost gunboats, the river channel being narrow.) 1:40 p. m. *Iroquois* and *Oneida* got underway. 2 p. m. signal for *Brooklyn* and *Richmond* to get underway. 2:08 all the fleet underway, dropping down, head upstream, *Essex* and *Sumter* lying side by

side, *Sumter* tied to the bank. *Arkansas* under the batteries, upper part of city, head down river, steam up. 3:15 *Essex* and *Sumter*, having cast off, accompanied the fleet down the river again. Davis's mortars at work bombarding. 6:50 anchored off New Carthage, *Essex* and *Sumter* in company.

July 25.—5:30 a. m. weighed anchor and stood down river with the fleet. 7:45 heard guns down the river. 8:25 at Grand Gulf, prepared for action; saw not a living thing there, nor house; all burned; desolation complete. 10:15 passed Rodney; people in town as usual. Wharf boat lying high and dry, 50 yards from the water. *Pinola* brought out two flatboats to destroy them. 12:10 passed by Cole's Creek, situated in the lower part of that bend; is an insignificant creek; it is not seen until one is right abreast of it. Its approach may be known from the south by the appearance of dead tops of trees, all the banks here being lined with heavy timber of thick verdure. Lower down the high hills there are distinctly visible a half mile distant. One mile lower down the hills approach close to the river bank. It can be made very formidable to a fleet. Saw some fresh earth thrown up there, and six or eight men cautiously peeping over the crest of a high hill. 2 p. m. army transports stopped to wood; fleet turned and lay by them. Proceeded down the river in company at 3:20. 4:15 passed Natchez; 5:55 Ellis Cliffs passed. At this latter place saw some men hovering on the hills in the distance. 7:30 anchored 10 miles below Ellis Cliffs.

July 26.—5:30 a. m. proceeded down river, *Essex* and *Sumter* in company. At dawn the *Oneida* went down the river. No army transports in sight. 8 a. m. passed Adams Fort, several lighters and flatboats floating downstream. 11:30 a. m. passed mortar boat No. 19 aground on left bank, attended by army transport *Morning Light*, having sick soldiers aboard. Flag-officer sent *Katahdin* and *Kennebec* to get her off; she lay a little above Morganza. 4:30 p. m. the fleet anchored off Baton Rouge, army transports present. Found the *Cayuga*, Lieutenant Commanding Donald McN. Fairfax, and *Kineo* to an anchor. 5 p. m. *Harriet Lane* came up from below and proceeded up river, accompanied by *Cayuga*. *Essex* and *Sumter* came down.

July 27, Sunday noon.—Fleet proceeded down the river, leaving *Katahdin* and *Kineo* and army transports to an anchor. *Essex* and *Sumter* taking in coal. 6:50 p. m. anchored above College Bend. Heavy showers of rain, with sharp lightning.

July 28.—5:10 a. m. ships weighed anchor and went down the river. From Red River down, many more men (at least twice the number) observed at the villages and settlements, particularly between Baton Rouge and New Orleans. 11:20 a. m. passed U. S. ship *Portsmouth* to an anchor above Carrollton. 12 m. anchored off New Orleans, finding present the *Pensacola*, *Mississippi*, *Itasca*, and the steamers *Connecticut* and *Tennessee*, and quite a large commercial shipping. Saw the flag-officer about the necessary repairs to be done to this ship, particularizing amidships, where she was struck by ram *Manassas*, having her ceiling broken for 8½ feet below the water line; also shot holes near wood in the bow and under the counter. He authorized the shot holes referred to to be repaired by shore carpenters, who reported the necessary time as two or three days.

July 29.—10 a. m. Mr. Manning, ship carpenter from the shore, came on board to make the examinations. Noon. Heavy rain during two hours. Mr. Manning was to be off to-morrow morning. In the morning loosed sails to dry and furled them at 11 a. m. upon the appearance of rain. Took on board such supplies as the store vessels could furnish of provisions and ship's stores. 6 p. m. sent to the *Connecticut* 7 sick and 8 men to be discharged.

July 30.—9 a. m. carpenters came off to ship with stage for repair for closing the shot holes in bow and under transom.

July 31.—Carpenters at work. Saw a boy, John Caton, on board U. S. S. *Mississippi*, who has been serving in Mobile Bay on board the steamer *Florida*, Captain Hays, and 90 men. *Florida* mounts two 8-inch rifles and two IX-inch smoothbores, four guns; very fast, and was the old Mobile packet. *Morgan*, Commander Randolph built for gunboat, mounts two rifled 32-pounders (one in bow and stern, each) and eight 32-pounders, smooth broadsides—ten guns in all. *Gaines*, Captain Hunter, the same build and armament; both of them side-wheel and very fast. Ram and ironclad like *Merrimack*, side-wheel and very fast, 12 knots. The boy says these boats are faster than the *Florida*, and are manned with sailors and Manila men. Whenever several vessels appear off the bay all the steamers run up to the city. He also reports a sailing vessel, armed with four 32-pounders, to be sunk on Dog River Bar, between the piles, as soon as we appear; that a great many piles have been driven to close the bar, and that several batteries are erected opposite on the beach from there up to the city. This does not look like fight. The *Florida* generally lies down the bay at Grant's Pass (which is effectually closed by two sunken steamers). She stops there of nights and keeps a bad lookout; boy, who is smart and bold, says she may be easily captured by a launch at night, "and that he would like to do it." He and another boy swam ashore six weeks ago, using life preservers. Her decks are not more than 2 feet above water. Fort Morgan has about 600 men in it and mounts 110 guns, "none of them bearing on Navy Cove," the boy's own remark. But they have batteries across the neck of land, and have troops from Virginia to man them. I guess they are from Corinth. Fort Gaines mounts 40 guns. Cedar Point, the guns are taken away to Mobile. The boy is observing and intelligent, and wise beyond his years—about 16 years old, from Memphis Irish born.

August 2.—5 p. m. carpenters finished fitting plank over the shot holes received in the bow, broadside, and under the transom—five in all. The broken plank amidships, made by ram *Manassas* on 24th April, extending 8½ feet below the water line, is expected to be repaired at Pensacola. It is a dangerous fissure, and should be repaired before going out to sea, though the flag-officer postpones the work. 2:30 p. m. began to take coal from the *Charles P. Stickney*.

August 3, Sunday.—4 a. m. coaling ship. 12:30 p. m. sent 90 men on liberty (\$5 each) until noon to-morrow. Finished coaling. * * * Engineer reports total coal on board, 195½ tons.

August 4.—Surveyed the boilers of the U. S. S. *Mississippi*. Bottom both boilers worn very thin and the rivets eaten off, leaving open holes; also starboard boiler worn into holes in the lower part of the front. Reported time to repair the same from one week to ten days.

The packing of the engines also worn and rotted out; can be repaired same time by hiring boilermakers from shore.

August 5.—The necessary repairs being ordered, made it necessary for this ship to stop in the river until the *Mississippi* shall be ready for service.

August 6.—Midnight. Steamer *Tennessee* returned from Baton Rouge and reported that large rebel force under [J. C.] Breckinridge attacked Baton Rouge on the 5th, at 4 a. m., and were repulsed, but that we had lost the brave and gallant General Williams, commanding our forces, killed at their head whilst forming the right wing—250 killed, wounded, and missing. Flag-officer sent me word to get underway at daylight to accompany him up the river. By the way, the *Tennessee* also reported the ironclad *Arkansas* as being in sight at the point above Baton Rouge and it is to destroy her that the flag-officer is going up the river. The *Essex* and two gunboats had made no attack, the *Tennessee* having left there at 2 p. m. At 4 a. m. I went to see flag-officer and told him that I had 100 men on liberty in the city and wanted to get them on board, but would follow him up at 8 o'clock. He replied, I might stop till 12 o'clock, if necessary. 5:30 sent the officers on shore to hunt up my men and get them on board [and to] employ the police. Several vessels of the fleet had men on shore and all the fleet, except the three steamships and *Oneida*, were overhauling machinery, yet every exertion was made to start every vessel that could be made to move, except the *Pensacola*. At 5:30 the flag-officer in the *Hartford* proceeded up the river. 10:15 a. m., having gotten on board all my men but 13, weighed anchor and proceeded up the river, making 7 miles per hour. 8 p. m., the steamer *Sallie Robinson* having passed ahead of us some 6 or 8 miles, heard five cannon fired ahead of us at Donaldsonville. Supposing them to be at her, loaded six guns of port battery with shell. In passing that village observed nothing unusual until we had passed down the bayou 2 miles, when a volley of rifles was fired over the ship. Returned it immediately with the stern gun, the only one that could bear. Seeing nothing more, proceeded on until we met the army transport *Whiteman* going down with wounded soldiers on board. Turned down and gave him convoy, passed Donaldsonville, parting with him about 11 o'clock; then proceeded up the river again and anchored above Manchac Bend, where we found the *Hartford*; was joined there by the *Jackson* and *Westfield*. Anchored at 11:59.

August 7.—5:30 went up the river in company with the flag-officer. 12 meridian reached Baton Rouge and were confirmed as to the ram *Arkansas* having been blown up on the 6th at 10 a. m. At 9:30 of that day the *Essex*, followed by the *Sumter*, *Cayuga*, and *Kineo*, went up to attack the ram *Arkansas*, which lay against the bank. The *Essex* fired several shots and the *Arkansas* one gun. Shortly after her people were seen to leave her and she in flames. She finally drifted out into the river and blew up. No other vessel was in her company. This news lightened our hearts, giving us great joy, as no one knew how far she was formidable; yet we had but little respect for her * * * The rebel troops attacked again on the 6th, at 2 p. m., but were shelled out by the gunboats with great loss. 2 p. m. the *Sciota*, Captain Lowry, joined the flag-officer. The *Cayuga*,

Kineo, and *Katahdin* being here upon her arrival. 5 p. m. *Oneida* came up and reported that at 1 a. m. army transport *Whiteman*, having wounded on board, ran into her at Thirty Mile Point and sank, carrying down with her 40 soldiers; 70 were saved and put on the *Pinola*, which returned to New Orleans with them. 9 p. m. the gunboats threw a few shells into the woods above and below Baton Rouge.

August 8.—7:30 a. m. * * * *Clifton* came up and reported having run into the *Sciota*, which went down last night as convoy. *Cayuga* having gone up the river some 10 or 15 miles, reported an encampment of rebels back from the river. 11:30 got ship underway to examine the country from mastheads. Ascended as far as Thomas Bend, 12 or 15 miles, but could see nothing, the country on banks being flat and the left bank densely wooded. 1:30 p. m. returned down river. Last night six men from ram *Arkansas* came on board, having deserted their officers about 20 miles up the river. They came down in two boats, one party four hours ahead of the other. All of them united or agreed in stating that her machinery called the "wrist," connecting rod, I suppose, broke the night she first arrived at the bend above Baton Rouge, and that she was quite helpless all the next day in consequence, when it was being repaired ashore at some blacksmith's shop. It was repaired, however, after a fashion, and she was considered as well prepared for battle as they could make her here. That on the morning of the 6th, when the *Essex* was observed to be approaching, she put off from the shore to attack her and had scarcely cleared the shore before she broke her other "wrist" and regained the bank again as soon as possible, stern downstream and a little athwart the stream. They tried to get her head around, but could not. She was very vulnerable in her stern, where her machinery lay, being covered there with three-fourths or one-inch iron. They did not know whether the *Essex* hit her or not; saw one shell strike water near her stern. The *Arkansas* having only one gun to bear, fired that once only, and then began to abandon her. The captain (Stevens, H. K.) fired her in several places and was quite badly burned. Lieutenant Barbot, formerly of the Navy, was on board, Milligan [Samuel Milliken?] and some others; among them was Read, who brought the wounded from between the forts in the rebel gunboat *McRae* to New Orleans on the 26th April, promising, if allowed to land them, to return next day with his vessel to the forts which had not yet surrendered; but next morning the *McRae* was found at Algiers abandoned and sunk. These refugees said she was pierced by several shot and one shell in pursuing the fleet on the 15th July, suffered considerably, and had several killed and wounded. On the morning of the 22d July, when the *Essex* came down, the *Arkansas* had only two guns' crews on board, was the reason she showed so little fight, had a few killed and wounded by our shot passing through the porthole. She left Vicksburg at 2 a. m. 3d August to attack the vessels here at the time of the troops attacking our soldiers, but was prevented by the breaking of her machinery; had 250 men on board. Could not have been boarded, as they had hot-water hose ready to play, and but one narrow place of ingress. All expressed themselves glad that she was blown up—they had no confidence in her. Her speed was probably 7 knots. The *Arkansas* was alone and unattended by any vessel; they had not seen nor heard of the

Webb and *Music*, but had heard that some vessel or other was sent for, up the river to come and tow her up the river after breaking her machinery. A carpenter and a bricklayer said Commodore Lynch, at Yazoo, was getting out timber for another ram like her. They make their machinery there. About 50 steamers of all kinds are in the Yazoo and tributaries. The *Mobile* is laid up at Yazoo City and the *Star of the West* is there also. The crews of these vessels are being sent to the city of Mobile, where the enemy are building three or four rams. All their resources seem to be directed toward that bay at present. Two sailor men of this party were from the *Mobile*. Delivered this party over to the flag-officer. They further represented that all the rebel troops have left Vicksburg.

August 9.—5:30 a. m. *Hartford*, *Brooklyn*, and *Cayuga* got underway and went down the river, leaving at Baton Rouge the *Essex*, *Sumter*, *Oneida*, *Kineo*, and *Katahdin*. 11:30, being opposite to Donaldsonville, the flag-officer made signal, "Commence action," himself having first fired two or three guns, and immediately this ship and *Cayuga* fired several shells into the town.

October 6, Monday.—2 p. m. received from the hands of the admiral, D. G. Farragut, orders dated 5th October, to proceed off Mobile Bay to take command of the blockade of that bay, extending east to Pensacola and west to Ship Island. Admiral remarked upon appearance of vessels in Mississippi Sound, reported as apparently loading with cotton, which Acting Lieutenant Woodworth, commanding the steamer *Jackson*, had neglected to chase or examine, and that officer having reported them as having gone up into Grand Bay. The admiral directs the *Jackson* and the *Calhoun* to be employed in Mississippi Sound as far east as Grant's Pass, for making the blockade effectual. At daylight this morning sent boats to the *Sportsman* to bring alongside ammunition of all kinds. The *Susquehanna* having one of her cylinders cracked, and therefore unfit for blockading, Captain Hitchcock very generously and patriotically consented to loaning the *Brooklyn* one of his two 100-pounder Parrott rifled guns and supplying part of the ammunition. The admiral consented to this, and directed me to land or put on board some vessel in the harbor to be sent north the 80-pounder Dahlgren No. 2, which I accordingly landed in the navy yard with slide and carriage, sending all of this gun's equipments to the *Sportsman*, Gunner Starrett giving a receipt for the same, gun and all. After dark received from the *Susquehanna* Parrott 100-pounder rifle and Marsilly carriage, with equipments. Boats engaged until 12 p. m. (midnight) bringing ammunition to the ship.

October 7.—5:30 a. m. sent a boat to the *Susquehanna* for ammunition for the 100-pounder rifle. Hoisted in boats and took 75 Parrott shell and shot on board for 100-pounder. 7 a. m. pilot came on board. 8 a. m. I called to see the admiral, reporting myself ready for sea. He remarked that no one has a right to give licenses to coasting vessels but the Secretary of the Treasury Department, and that some of the revenue officers at New Orleans and others had been granting them something of the kind. That he should recognize no papers of vessels coming out of New Orleans as regular, unless they had the signature of General Butler, and such an understanding he had with the general. 9 a. m. got underway and went to sea. The pilot,

Grinnell, expressing a wish to bring in the *Richmond*, requested permission to go in the *Brooklyn* as far as Mobile Bay in the hope of finding the *Richmond* there. I consented to it, having been told by the admiral that he had no objection. 3:25 p. m. anchored off Mobile Bar light, Sand Key [Island] bearing per compass N. N. W. and light on Mobile Point north---10 fathoms water. Received a report and sketch of the stations of the blockading force from Captain Alden, who reports the bay as quiet and no appearance of the enemy afloat, except two or three steamers, which come down occasionally, one at a time, viz, the *Morgan*, *Florida*, and ram, which "moves slowly." The *Cuba*, painted lead color, was seen in the bay a few days ago. Captain Woodworth is said to be at Horn Island Pass, which some of the officers call Petit Bois [Island] Pass. Vessels present, *Richmond*, *Oneida*, *Cayuga*, *Kanawha*, *Kennebec*. Captain Alden reporting the *Richmond* as having 52 tons coal and short of wood and water, her condenser having given out, I ordered him to proceed to Pensacola for supplies (it should have been to Pensacola navy yard). She left at 6 p. m., quite a breeze and head sea against him. Taking up the sweeps from the forward pivot gun and preparing to place the 100-pounder Parrott mounted on Marsilly, on the forecastle, there being breeching and side tackle bolts to drive and rivet.

October 8.—Fitting up bill ports for the 100-pounder Parrott. 1:30 p. m. sail reported to the westward. Sent *Oneida* to chase; observed her to fire across the bow of the stranger and brought her to. She telegraphed, "Major-general going to see the admiral." 4 p. m. the general, in the steamer *McClellan*, passed inshore of us without stopping, although Captain Preble, of the *Oneida*, took pains to go inshore of him, until the *McClellan* approached the *Brooklyn*. The general don't know that the blockaders might fire into him, notwithstanding his generalship.

October 9.—9:30 a. m. sent the *Kanawha* to Horn Island Pass to communicate with Commander Selim [E.] Woodworth of the *Jackson*, in the sound at that place, directing him to proceed to Petit Bois [Island] Pass to keep up a more effective blockade and to sound out that pass; also directed Commander Febiger to examine the sound in passing and return hither this afternoon. Immediately after Commander Febiger left the ship, Lieutenant-Commander Russell, of the *Kennebec*, came on board and reported that he could not come up in person yesterday, in consequence of the head wind and sea, and that two days ago, 7th instant, after sunset, saw the large steamer with two masts pass Fort Gaines and her smoke was last seen two-thirds of the distance over Dauphin Island to the westward, from which I judge she had passed Grant's Pass. But being plainly in view of the *Richmond* all day, I suppose they saw her. Mr. Russell did not see her again until this morning, the 9th; in her we recognize the *Morgan*. On the 7th, early in the morning, Captain Russell saw a schooner inside of Dauphin Island in the sound, standing to the north and east. This morning, the 9th, at daylight, Captain Russell saw a sloop in the sound, standing to the northward and eastward and passed Fort Gaines, standing up the bay. At 1 p. m. Captain Russell telegraphed, "Steamboat *Admiral* (the *Morgan*) in the sound." I made him a signal---1218---and telegraphed, "Observe steamboat's movements," but the *Kennebec* did

not move, Captain Russell informing me that he did not understand the signal. 5 p. m. *Kanawha* returned. Captain Febiger had been to Horn Island Pass, having run down the land and returned in same way, but saw nothing of the *Jackson* or any other steamer in that direction. He saw two sailboats over near Pascagoula. Returning, he saw the *Morgan* (reported by Captain Russell as being in the sound) to an anchor inside Grant's Pass, and four schooners under Cedar Point. Captain Febiger thinks a lively trade is carried on through Petit Bois [Island] Pass and Horn Island Pass. Having already ordered the *Cayuga* to anchor inside the bar at nightfall, I determined to alter that, and send her off Horn Island and Petit Bois [Island] passes, and Captain Fairfax was accordingly dispatched on that service at 8 p. m., the *Kanawha* having the inshore station N. E., and 1 mile from the beach assigned him. The *Oneida* on the same bearing from this ship bringing Sand Key [Island] light, west; *Kennebec* off Pelican Island Passes.

October 10.—11 a. m. Captain Russell, reports having seen rebel gunboat *Morgan* to an anchor in the Grayline Bay, in the [Mississippi] Sound; also two sloops and one schooner, and one schooner to an anchor under the land, and one sloop under sail entering the pass from Mobile Bay. 5 p. m. Captain Fairfax (*Cayuga*) came up from the westward; reported saw nothing in the sound. Saw inside Grant's Pass steamer *Florida* and three or four schooners. Ordered *Cayuga* to take her station to the northward and eastward in the direction of the *Kanawha*. Put dispatches for Lieutenant-Commander Crosby and Commander Woodworth on board the *Kennebec*, ordering Lieutenant-Commander Russell to take his station off Pelican Passes until 5 a. m., the 11th, then to proceed to Ship Island to deliver the dispatch to Captain Crosby or senior naval officer present, and return to his station by sunset of the 11th. The dispatch referred to armed rebel steamers being in the sound, enjoining vigilance, and directed the *Jackson* and *Calhoun* to be sent up to Petit Bois [Island] Pass. Captain Fairfax having been signaled at 4 p. m. to chase a sail to the westward, reported that he had boarded her. She was the schooner *Sea Horse*, from New Orleans, bound to Pensacola, and was standing for that port. 6:45 p. m. *Kennebec* burned two white lights, the first seeming to be a failure, I considered the signal as one white light, meaning, "A sail to the westward," the bearing of the *Sea Horse* at sunset. 8 p. m. schooner *Sea Horse* ran close under our stern; hove him to and sent Lieutenant O'Kane for her papers. He brought on board Mr. Paff, sutler for the Ninety-first regiment at Pensacola. Her license, enrollment, manifest, clearance, and every document, except one, was signed by ——— Grey, deputy collector of New Orleans. General [G. C.] Strong's name was on one of the papers granting a clearance, signed in the name of General Butler, and Commander Woodworth, of the *J. P. Jackson*, also gave him a certificate, signed at Ship Island. Allowed the *Sea Horse* to pass, although none of her documents were by rule.

October 11.—Stiff norther blowing, with rain, came up about 11:30 p. m. yesterday. 5:30 a. m. *Kennebec* reported to be standing to the westward; weather quite thick. *Cayuga* and *Kanawha* scarcely visible part of the time. 11:20 a. m. made signal to *Oneida*, "Come within hail," and sent him to the *Cayuga* and *Kanawha* with orders

for those vessels to anchor nearer this ship, and Fort Morgan bearing about N. E. from the *Brooklyn*, while *Cayuga* brought Fort Morgan N. W., and *Kanawha* brought Cove Tree near Navy Cove, N. W. $\frac{1}{2}$ W., and *Oneida* to anchor on her return west of me and south from Sand Key [Island] light. *Kennebec* has orders to return to her station off Pelican Passes to-night. *Oneida* took the watch of *Kennebec*. *Tennessee* came to anchor at 7 p. m.

October 12.---5:30 daylight. Sail in sight E. S. E. *Cayuga* ordered to chase; revoked upon observing the sail standing for the fleet and recognizing her as the brig *J. P. Elliott*, which was boarded on the 14th by the *Kennebec* and the *Oneida*, and passed close under our stern last evening. Wind moderate norther. 6:30 Captain [P. C.] Johnson came on board and delivered dispatches from the admiral. 9 a. m. *Tennessee* proceeded west. Captain Febiger reported his boiler tubes as being burned out and split, not admitting of plugging effectually, and having 5 tons of coal. Sent Engineer [W. B.] Brooks on board the *Kanawha* to examine them. Ordered her to start for Pensacola at 8 p. m. to take in coal and repair boiler. 2 p. m. sent *Kennebec* to run down S. S. W. 20 miles looking around there, and return to her station off Pelican Passes, by way of Petit Bois [Island]. 4 p. m. sent the *Oneida* to look over Dauphin Island at the vessels to an anchor off Grant's Pass and then take her station in $7\frac{1}{2}$ fathoms, Fort Morgan bearing per compass N. N. W. $\frac{1}{2}$ W., *Cayuga* being inshore of her, Sand Island light bearing W. by S. $\frac{3}{4}$ S., Fort Morgan bearing W. by N. $\frac{1}{2}$ N., in $5\frac{1}{2}$ fathoms. 5:30 weighed anchor and stood closer to bar, anchoring in $8\frac{1}{2}$ water, Sand Island light bearing N. N. W. $\frac{1}{4}$ W. 7 p. m. *Oneida* passed to her station. 11 a. m. Commander G. H. Preble came on board and announced to me that having received a letter of dismissal from the Secretary Navy, his functions ceased, and he had relinquished the command of the *Oneida* to Lieutenant-Commander Sicard. I sent for that officer and dispatched him on the service named above. Wind moderate all day from north.

October 13.---10 a. m. Lieutenant-Commander Sicard came on board and stated that in looking over Dauphin Island last evening, he saw a steamer to an anchor, but no sailing vessels off Grant's Pass. I directed him to go down to Petit Bois [Island] Pass and communicate with the *Jackson* or *Calhoun* if they were there. 1 p. m. two sails reported W. by S. Sent the *Oneida* to chase (presuming them to be the *Jackson* and *Calhoun*). Wind light from north; sea smooth. 6 p. m. *Oneida* returned, having communicated with Commander Woodworth at Petit Bois [Island] Pass, sounding it out. The officer visiting Commander Woodworth reported that the *Jackson* has been there for "one or two days." She finds 8 feet thus far, but rather crooked channel. Last night there was considerable display of lights at Horn Island, as if passing vessels through the pass there. To-day Captain Woodworth observed one side-wheel steamer and a three-masted vessel, supposed to be the *Oreto*. (It may be. A refugee saw 75 or 100 men put on board of her last Wednesday, 8th, where they were plating her.) Captain Woodworth said he would go to Horn Island Pass after dark and lay there till the *Rhode Island* comes along, then he will go to Ship Island for fresh provisions. The *Calhoun* is in Pontchartrain.

October 14.---3 p. m. the mortar schooner *O. H. Lee*, Acting Master

Washington Godfrey, commanding, reported for blockade. Placed him off Pelican Island Passes, in 7 fathoms, Fort Gaines bearing per compass N. by E., Sand Island light E. N. E. He anchored in his berth before sunset. Ordered the *Kennebec* to blockade Petit Bois [Island] Pass and look frequently into Horn Island Pass, where the *Jackson* is believed to be. *Kennebec* got underway about 5 p. m. *Oneida* and *Cayuga* in position at 7 p. m.

October 15.—2:50 p. m. arrived U. S. S. *Rhode Island*; signalized vessels to send boats for fresh provisions. Captain Trenchard came on board to report. I told him Lieutenant-Commander Russell is at Petit Bois Pass and he should stop there to supply him; said he would. Captain Thornton A. Jenkins arrived and reported to take command of the *Oneida*. Referred him to Lieutenant-Commander Sicard for the orders under which the *Oneida* was acting, and stationed the *Oneida* as last night. * * * Position of *Cayuga* assigned as before. 5:40 p. m. *Rhode Island* proceeded westward. Made signal for vessels to take their stations. Sent a note to Captain Russell, requesting him to come up in the morning and report the sum of his observations, if there were no suspected vessels in sight.

October 16.—9 a. m. the *Kanawha* returned from Pensacola and shortly after the *Montgomery*, Commander Charles Hunter, reported for cruising off the coast; that is, to the southward of Mobile Bay. The *Kennebec* also came up from Petit Bois. Reported the *Jackson* as having started this morning for Ship Island for coal and to do some repairs, nature not stated. Having sent a boat through Horn Island Pass and communicated with Captain Woodworth, this officer stated to Captain Russell his impression that a steamer lies in Point aux Chenes Bay, loading with cotton, carried there from Mobile in the sailing craft which are seen plying between that place and Grant's Pass. Those small craft run into shoal water when pursued. Captain Febiger being acquainted with all the passes, I sent him to blockade off Horn Island Pass and to place the schooner *O. H. Lee* 1 mile from Petit Bois [Island] Pass. Captain Febiger was also directed to buoy out Horn Island Pass, in order to take the *Kanawha* through there, in case of an attack being made upon the *Jackson*, stationed inside; also to observe Point aux Chenes and communicate through the gunboat stationed between him and myself. Wrote to admiral about it by steamship *St. Mary's*, passing at 5:30. All the vessels at their stations at sunset, except the *O. H. Lee*, underway and standing for Petit Bois [Island] Pass. *Kennebec* reported seeing the rebel steamer *Morgan* chasing the *Jackson*, the latter running west. The former turned on the approach of the *Kennebec* and went back through Grant's Pass. *Kennebec* tried to communicate with *Jackson*, but could not make out each other's signals. Captain Russell knew nothing of this before court of enquiry, yet Lieutenant-Commander Adams heard him speaking of the two vessels as standing like two cocks ready for a fight.

October 17.—8 p. m. *Tennessee* arrived with mail from Ship Island and anchored till 2 a. m. [18th], then proceeded to Pensacola.

October 18.—*Kennebec* chased fishing smack *Charles Henry* from New Orleans to the eastward. Reported her as having the pass of Lieutenant-Commander Madigan, *Vincennes*. Same vessel has been boarded repeatedly before, running past the squadron; should be stopped; consumes fuel. Sent *Kennebec* to Petit Bois to bring up

news from Febiger. Did not see him to communicate, but sent a boat to the *Jackson* through Petit Bois [Island] Pass and received from her one Nathl. B. Folwell, whom Captain Woodworth captured in the sound this morning, in a boat 16 feet by 18 feet, drawing 16 inches, loaded with 1 ton pig and scrap iron, bound for Mobile. Armed sloop captured her near Point aux Chenes. This man says Grant's Pass is closed up by sunken vessels; 3 or 4 feet may be carried through close alongside those vessels; no other pass is open. Aux Huitres has from 2 to 2½ feet. Earthworks were thrown up on Heron Island, but the guns were afterwards removed; thinks no guns are there now. The armed steamers lying there are there to overhaul boats going and coming. Says the oyster banks whence Mobile is supplied are there, and sloops and schooners (very small) are always there getting them. Gives the usual account of armed vessels and rams building. *Oreto* up at Dog River, having a few men on board, they look for great deeds by that craft. Says the schooner *Break of Day*, loaded with 260 bales cotton, ran out through Ship Channel on the first night of the norther, 11th. Knows the captain well, who told him he meant to run out that way by the first norther, and the captain of the *Gaines* told him the day after that the schooner got out safely. Says Captain Woodworth questioned him closely about Grant's Pass, and read a letter to him, informing Woodworth that he was to be tried by court of enquiry for allowing vessels to escape through the sound. Captain Russell informs me that the *Kanawha* passed into the sound through Horn Island Pass and proceeded above Petit Bois with the *Jackson*, toward Grant's Pass, both vessels afterwards returning to Horn Island. The *Jackson* sent an armed sloop over to Point aux Chenes, but no steamer has been there. It is probable that two or more guns were removed from Fort Morgan to-day to Heron Island, as two guns have been removed from the parapet since yesterday, and the *Florida*, having lain at the wharf till noon laboring at something, went over to Grant's Pass. 11 a. m. the *Tennessee* arrived from Pensacola, bound to Ship Island; brought verbal order from admiral to exhibit his signal book with new significations and to have them adopted by the vessels he should meet, naming me particularly. Sent a note by Captain Johnson to Horn Island Pass for Captain Febiger to come up on the 20th, to-morrow. Gunboat *Pocahontas* arrived at same time from Pensacola, going to Ship Island for repairs; expects to return in twenty-four hours. *Pocahontas* mounts one 30-pounder Parrott, one 10-inch, four 32-pounders, 57 hundredweight.

October 20.—1 a. m. discovered a sail close in upon the bar, bearing N. W. Slipped cable and steered W. N. W. and passed schooner standing south. Fired a shot and made her anchor; let go our own anchor in 8 fathoms. Sail proved to be the prize *Dart*, from Sabine River, sent to Pensacola, her papers being passes from Acting Master Frederick Crocker, of the *Kensington*; sent her forward to Pensacola. At same time U. S. schooner *Maria Wood* came to an anchor three-fourths mile distant; sent a boat on board; left Pensacola at 7 a. m. 19th. Weighed and returned and brought to, on the cable slipped last night. 9 a. m. *Kanawha* came up from Horn Island Pass; *Jackson* up near Grant's Pass, cruising round the sound, and sloop cutter with one gun off Pascagoula, and has stopped the running of boats through the sound. Can get about 3 miles of Grant's Pass. Thinks a steamer lies up Pascagoula River. Says 500 soldiers are at

Pascagoula; that a boat expedition would be dangerous. The *Jackson* has not been down to Ship Island since he (Febiger) went down two days ago. Does not know whether Grant's Pass is open or not, but says Pass aux Herons is believed to be open; a crooked passage. According to admiral's letter, I filled out his report for court of enquiry on Captain Woodworth by inserting "Steam sloop *Oneida*," "21st," and naming "Charles W. Hassler, paymaster, U. S. N.," as recorder; also entered the name of "Charles W. Hassler, paymaster recorder," in the letter of admiral addressed to the members of the court, advising them of the charges being enclosed. Agreeably to the rear-admiral's letter, sent Lieutenant-Commander Montgomery Sicard to relieve Acting Lieutenant Commanding S. E. Woodworth of the command of the *Jackson*; also wrote a letter to Acting Lieutenant Commanding Woodworth to turn over the *Jackson* to the officer sent to receive her and to come up to this place in the *Kanawha* to-morrow by 9 a. m. and appear before the court of enquiry on board the *Oneida*, bringing with him such witnesses as are important. I also enclosed to him a copy of the charges brought against him. At 1 p. m. I dispatched the *Kanawha*, Captain Febiger, to bring up Captain Woodworth and his witnesses, trying to return hither by 9 a. m., 21st, and to take Lieutenant-Commander Sicard to the *Jackson*. Delivered the order and papers for the court to Captain Jenkins. Captain Jenkins represented one of his boilers leaking badly; sent Chief Engineer Brooks on board to examine; one or more tubes have burst. He recommended drawing the fires of that boiler and plugging up the tubes; will require from twelve to eighteen hours, the *Oneida* being understood as making 6 or 7 knots under steam from one boiler. Noon: I directed Captain Jenkins to proceed with the repairs upon that boiler by plugging tube holes. Called all hands to muster and read the order dismissing Captain Preble from the Navy. 8 p. m. the side-wheel steamer *W. C. Sykes* brought a mail from New Orleans for the admiral, and kept on for Pensacola after delivering ours. Reported Captain Morris as very ill.

October 21.—Court of enquiry on Captain Woodworth convened on board the *Oneida*. 2 p. m. *Pocahontas* arrived from Ship Island, bound for Pensacola. Put Nath. B. Folwell, captured in the sound by steamer *Jackson*, on board the *Pocahontas* to be delivered to the admiral. Also put into the hands of Captain Gamble a package addressed to Rear-Admiral Farragut, containing (said to be) money and papers captured with said Folwell. The *Kanawha* returned to this ship at 8 a. m., having Captain Woodworth on board. 3 p. m. *Kennebec* telegraphed: "Guns have been taken from Fort Gaines." 5:30 p. m. sent the *Kanawha* to anchor inside the bar in 5 fathoms. Directed Captain Jenkins to anchor after dark in 5½ fathoms, keeping his bearings (N. W.) on Fort Morgan. Weather very hazy.

October 22.—Noon: Gunboat *Aroostook*, Lieutenant-Commander Samuel R. Franklin, arrived. 2 p. m. sent her to blockade in place of *Cayuga* until the *Kanawha* shall relieve her to-day; then she is ordered to anchor inside the bar in 6 fathoms, Sand Island light bearing per compass N. W. by N. after sunset. Ordered Fairfax to report to admiral at Pensacola. 4 p. m. sent order in writing to Captain Franklin to anchor in 5 or 5½ fathoms, Fort Morgan bearing W. ½ N.; to *Oneida* to anchor in 5 fathoms, Fort Morgan bearing N. W., and at 6 a. m. to-morrow to proceed to Pensacola for coal and to repair

boilers. Sent *Kanawha* to anchor inside of the bar in 5 fathoms, where she lay last night. Stiff northwest wind and very hazy. The *Kanawha* at daylight to take Captain Woodworth to the *Jackson* and bring back to the *Oneida* Lieutenant-Commander Sicard. *Kennebec* bearing N. W. by W. $\frac{3}{4}$ W. 7 p. m. the *Pocahontas* arrived from Pensacola for duty on blockade. Sent Commander Gamble to anchor 1 mile distant from this ship, bearing from her N. E. by N. by compass, and at daylight put a letter on board from the admiral. 9 a. m. directed the *Pocahontas* to blockade by day in $7\frac{1}{2}$ fathoms, Fort Morgan bearing N. W., and at night bringing that fort to bear N. W. by W., to move in and anchor in 5 fathoms, hauling off before daylight. Sent a note to Lieutenant-Commander Franklin (*Aroostook*) for him to guard well the beach to the eastward by which the blockade has been frequently run, and at night to anchor in $4\frac{3}{4}$ or 5 fathoms, bringing Fort Morgan to bear W. $\frac{1}{2}$ N. by compass.

October 23.—The *Kanawha*, having gone down to Horn Island Pass and put Acting Lieutenant Commanding Woodworth on board the *Jackson*, returned, bringing with him Lieutenant-Commander Sicard, temporarily in command of the *Jackson*. 5 p. m. the *Kensington* passed on to Pensacola. Put Lieutenant-Commander Sicard on board, to deliver to the admiral the documents, money, etc., which related to the boats he had captured in the sound, viz, the sailboat *Cuba* and the *Belle*. 6 p. m. anchored the *Kanawha* inside the bar.

October 24.—10 a. m. *Montgomery* anchored. Sent on board their sick to be sent home in the *Rhode Island*. 6 p. m. *Connecticut* arrived; anchored for the night; vessels could not be taken off the blockade. Directed Captain Febiger to get his supplies and go into the sound to relieve Woodworth, for him to go to Ship Island for coal. Weather hazy.

October 25.—6 a. m. made signal for the blockading vessels to come within hail; directed them to get their supplies and return to their stations. 8:40 *Kanawha* steamed westward. 9:50 *Pocahontas* took her station. 10 a. m. *Kennebec* and *Aroostook* took their stations. *Connecticut* steamed to the westward.

Extracts from private diary of Commodore H. H. Bell, U. S. Navy, 1862—No. 5.

October 27, 1862.—The *Tennessee* and *Rhode Island* passed on to Pensacola. * * * 5 p. m. U. S. S. *R. R. Cuyler*, Lieutenant-Commander H. C. Blake, arrived; assigned to blockade; sent her to cruise on parallel of $29^{\circ} 40' N.$, between $87^{\circ} 30'$ and $88^{\circ} 30'$ west longitude.

October 28.—8 a. m. steamer *Sykes* passed for Pensacola. 4 p. m. *Kanawha* returned from the [Mississippi] Sound, the *Jackson* having taken her place near Petit Bois with ten days' coal. Acting Lieutenant Commanding S. L. Woodworth having been detached from the *Jackson*, leaves Acting Master [Miner B. Crowell] in command, and reported well of. *Kanawha* took her station for the night about 1 mile to the W. N. W.

October 29.—Captain Gamble reports three sand hillocks to eastward of fort are earthworks; appear to look upon the bay; not sure

about guns; sentry and sentry box there all the time. Last night saw a steamer come outside of [Fort] Morgan for a short distance and return twice; first about 10 p. m., next at 11:30 p. m. Did not fire at her because he expected her to come nearer. 3 p. m. sent Lieutenant-Commander Febiger in the *Kanawha* to blockade close to the beach to the eastward of Fort Morgan, at night anchoring a half mile from the beach and about S. E. from the Umbrella Tree near Pilot Town, hauling farther out by day. 4 p. m. sent Lieutenant-Commander Franklin, of the *Aroostook*, to anchor in 5 fathoms inside the bar as soon as it was sufficiently dark. He anchored a little after sunset, bearing per compass on the poop N. W., Sand Island light bearing from me N. N. W. $\frac{1}{4}$ W. Captain Franklin appears to be outside of the bar, by the bearing of him and his apparent nearness to me. Weather hazy. 5:30 p. m. *Tennessee* arrived from Pensacola, bringing potatoes and apples for the blockading vessels. Reported the *Montgomery* as having captured steamer *Caroline*, loaded with merchandise.

October 30.—5:30 p. m. *Montgomery* arrived from Pensacola to assume her station on blockade. Brought me a copy of signals concerted by officer commanding Fort Morgan for vessels to run blockade by. Captain Hunter also informed me that the vessels running the blockade expect to make the coast to the eastward, and failing to get in to beach the vessel, land cargo, and fire her. The *Caroline*, captured by him, expected to run by in night close along the beach. 5 p. m. sent the *Aroostook* to chase a steamer observed to the westward. 10 p. m. *Aroostook* returned; reported the stranger to be the *Tennessee*, anchored 1 or 2 miles distant; made signal for her to approach. 11 p. m. Captain Johnson came on board (anchoring the *Tennessee* until 2 a. m.) and said he would start for Pensacola at 2 a. m. He had on board five deserters from the rebel steamer *Florida* (now *Selma*), lying at Grant's Pass. They say the *Selma* is armed with two IX-inch, 1 VIII-inch, 1 32-pounder, rifled; in bad discipline; Pat. [Peter U.] Murphey, captain; [W. L.] Bradford, first lieutenant. The *Morgan* and the *Gaines* each mount 10 32-pounders. The *Baltic* (ram) a poor thing. Think there are four rams. The *Oreto* (now *Florida*), Captain Maffitt, 250 men, 8 rifled broadside guns, 2 rifled pivot 7-inch, is ready for sea. Lies aground at Choctaw Pass, but will run out through Main Ship Channel as soon as she gets afloat. Draws 11 feet. The *Cuba* and *California* expected daily. Seven hundred men in Fort Morgan; don't know about [Fort] Gaines; 20,000 men in Mobile. Expect an attack very soon.

October 31.—Noon: Gunboat *R. R. Cuyler* came up and anchored; received her vegetables, and went on her cruise. 5:30 p. m. *Aroostook* crossed the bar to anchor in 5 fathoms; ordered to fire at anything passing in or out. *Kennebec* ordered into $5\frac{1}{2}$ fathoms, Fort Gaines bearing N. by E. $\frac{1}{4}$ E. by compass, Sand Island light W. by S.

Signals for running the blockade.

1. Green light shown over the side (next to the beach, I presume) of the vessel will indicate a friend wanting to run in.
2. Answered by a green light will indicate it is safe to do so.
3. Answered by a red light will indicate it is unsafe to do so.

4. A white light, followed after an interval by a green light, will indicate you to try the Western Channel.

5. White light, followed after an interval by a red light, will indicate you to try the Eastern Channel.

By Colonel W. L. POWELL,
Commanding Fort Morgan

* * * * *

November 1.—Steamer *Sykes* arrived from Pensacola; brought orders for Lieutenant-Commander H. A. Adams to take command of the U. S. S. *John P. Jackson*, lying in Mississippi Sound. 5:30 p. m. the *Aroostook* anchored inside the bar, 5 fathoms water.

November 2, Sunday.—Last night sea ran high and continued all day with rain, wind N. E. by E., moderate; surf breaking on the outer shoals and sometimes all across the bar. At sunset the surf on the bar being heavy and not safe for gunboats to venture to cross, the *Aroostook* took her station 2 miles distant, W. by N. Weather continued hazy during the night; a good moon until 3 a. m.

November 3.—Sea went down materially last night, and quite smooth to-day; wind hauled to N. N. E. and N. by E., blowing quite fresh; very hazy. 9 a. m. dispatched the *Aroostook* to put Lieutenant-Commander Adams on board the *Jackson*, with orders to return to his station as soon as possible.

November 4.—6 a. m. *Connecticut* and *Sykes* arrived, en route for Pensacola. Put letters on board and let them proceed. 6:30 sent Acting Master [Thomas] Pickering in boat in tow of the *Kennebec* to sound the several passes (Pelican). 8 p. m. *Aroostook* returned from chase and anchored inside the bar. 10 p. m. Pickering returned, reporting 12 feet in the pass between Dauphin Island and Pelican, and 10 feet in the middle channel. Inside the bar he heard tattoo beat on Dauphin Island with three snare and one bass drum, indicating three companies of soldiers, and the voices of men there. Did not know whether from Fort Gaines or not. Saw a boat inside, supposed to be guard; did not chase. *Kennebec* took her station off the middle channel as usual. Captain Franklin, of the *Aroostook*, reported information derived from the officers of the *Jackson* (yesterday) that one or more guns are upon the island at Grant's Pass; they saw one gun fired from there. May it not have been the gunboat there? Saw there one gunboat and a large schooner.

November 5.—8:30 p. m. *Winona*, Lieutenant-Commander [A. W.] Weaver, arrived from Pensacola to blockade, leaking 8 inches per hour since leaving Pensacola.

November 6.—6:30 p. m. large red light burned for sometime at Fort Morgan, signifying it is unsafe to go into the bay, or out of it *Oreto?*

November 7.—6 p. m. the admiral arrived in the *Hartford*, accompanied by the *Richmond* and *Tennessee*; communicated and proceeded to the southward and westward. Dispatched a quarter boat with an officer and six men to land on Sand Island as a night watch, armed with seven rifles, and having a skiff. 10 p. m. boat returned with said party, surf having prevented their landing.

November 8.—*Aroostook* brought in sloop *Edward*, 7 tons, from New Orleans, with provisions, bound to Pensacola. Having a permit signed by Rear-Admiral D. G. Farragut, permitted the *Edward* to pass (although her papers are all irregular), with a caution that they sub-

ject him to capture. Screw *R. R. Cuyler* having come in, took her off the outside blockade to assist inshore. She reported strange sail in sight to be U. S. schooner *Sam Houston*, leaking, bound to Pensacola. 3 p. m. *Montgomery* came up, bringing Havana papers 18th October. Reports arrival there from Mobile of schooner *Alice*, 73 bales cotton; schooner *Ariel*, 19 tons, six days passage. Steam packet *L. A. Sykes* brought reports from Lieutenant-Commander Adams, of steamer *Jackson*. Boilers and engines of *Jackson* badly used up. Only three quarts of oil on board. Grant's Pass, one gun on the island there, besides one armed steamer and schooner *King* (2 guns) and several guard boats. Will communicate across Dauphin Island daily at 9 a. m. with gunboat outside and opposite Graveline Bay. If commanding officer has orders, put them on board the schooner at Petit Bois [Island] Pass, with which communication may be had by boat. 5:15 p. m. ordered the *Cuyler* to anchor in 5½ fathoms.

November 9.—5 p. m. saw smoke of three steamers in near Grant's Pass; and one off, or over Fort Morgan.

November 12.—4:30 a. m. having 14 tons coal on board, started for Pensacola, leaving Captain Thornton A. Jenkins, of the *Oneida*, with the *Cuyler*, *Kanawha*, *Pocahontas*, and *Aroostook*, blockading Mobile Bay outside, and the *Jackson* in the sound. 12 m. anchored off Pensacola navy yard. Hitchcock represents things and people around the navy yard rather disorganized, and put many things upon me. But I must hasten back to Mobile Bar for fear of the *Oreto* and the rebel vessels attacking our gunboats. Captain Hitchcock says there are numerous groceries opened outside of the yard, selling whisky to soldiers and sailors and creating trouble. He closed them accordingly and forbade their selling anything. He says people and their families are coming from, he knows not where nor how, and are occupying the houses outside, to the detriment and danger of the yard as a depot. Receiving this statement as it is made, and perceiving the disasters to which this may lead, unless the further settlement of the village is stopped at once, or until a police be organized to keep order there, I have stopped families coming there to settle unless they be the families of laborers in the yard. Under this rule I began to-day with John Gilmore, who brought his family and furniture from Pensacola to occupy his old premises, without reference to any one. I forbade Gilmore's landing.

November 15.—*Albatross* and *Bohio* sailed to destroy salt works at St. Andrew's. The *Bohio* then to cruise on latitude 28° N. between 96° and 94° W. for one month, then return to Pensacola.

November 17.—One Richard Haynes, a refugee from Georgia, came in destitute, and asking for labor, put him to work in the yard (Pensacola). Deserted from a regiment at Knoxville. Reported great destitution as prevailing and great discontent among the soldiers. Many of them unwilling to fight, but are forced to do it. Does not see how they can get through the winter. They think they had better throw down their arms at once. Three Georgia regiments, barefoot, had mutinied at Richmond, but were overawed and subdued by 20,000 men. Shoes, pointing to his own, \$12 a pair; salt in some places \$1 per pound.

November 25.—Captain Jenkins made a report from Lieutenant-Commander H. C. Blake, commanding steamer *Hatteras*, concerning the disappearance of the following persons from the U. S. schooner

Maria A. Wood, viz.: Acting Master Anthony Chase, commanding *Maria Wood*; Acting Master's Mate Clement J. Haas; Adolphus Hamburg, quartermaster; Jacob Kickline, Robert Kelley, Charles Bigsby, landsmen; supposed to have been captured off Pascagoula. 5 p. m. received dispatches from Captain Jenkins, informing me that he has information that the *Oreto* is instantly to come out from Mobile Bay under cover of three gunboats and one ram, loaded with 1,500 to 1,700 bales of cotton, and commanded by Captain John K. Mitchell. This report reads well except the cotton part of it, which casts a distrust on the story. I believe she is a ram. I go down to-morrow; there appears to be some anxiety.

November 26.—12:40 p. m. got underway and started for Mobile Bar; anchored at 6:30.

November 27.—Captain [James] Stillwell ordered to sound the pass next to Dauphin Island, and to watch that pass as well as Middle Channel. At dark, steamer working in the bay fired up and steamed away to N. N. W. Sloop *Edward* sent in under prize master by Lieutenant-Commander Adams, under orders of Captain Jenkins; said sloop sailed under pass from Rear-Admiral Farragut, dated November 18, 1862, from New Orleans, for Pensacola, with supplies of fruit and sundries for the navy and army. I therefore took out the prize master and permitted her to go to Pensacola, cautioning him not to attempt to pass here at night. That she caused the fleet to lose two anchors on her last trip to New Orleans. River steamer working at something (all day) on the west bank of the channel N. W. from Fort Morgan. At dusk she steamed up and proceeded up the bay.

November 28.—9 a. m. river steamer returned and resumed her work. At sunset she went round to Grant's Pass. Lieutenant-Commander Stillwell reports 6 schooners and 2 sloops at Grant's Pass. At sunset I saw 3 schooners and 2 sloops in the bay, standing over in that direction. At dusk saw the smoke of a steamer in the bay to the eastward of [Fort]Morgan. 11:30 the *Sykes* brought letters from the admiral.

November 29.—12 a. m. [meridian]: The atmosphere being clear, I saw for the first time line of piles, where the river steamer was seen working, extending nearly across the narrow channel inside of the bar, bearing N. W. from Fort Morgan. The wind blowing fresh from the westward the pile driver is not at work this forenoon.

November 30.—5:30 a. m. sent Lieutenant Mitchell at 11 o'clock last night, with launch and first cutter, armed, to examine the nature of the obstructions which the rebels are placing in the bay. The boats returned at 5:30 a. m. Lieutenant Mitchell reports a line of piles extending E. S. E. to be on the west bank of the channel and opposite the middle ground. They are firmly in the ground and in 9½ feet water to the eastward, running into 6½ feet to the westward. Bearing by compass from Fort Morgan N. W. by W. He sounded all the way across the flats, steering S. S. W., finding least water 6 feet. Steamer with schooner alongside driving piles all day. At dusk they went over to Grant's Pass. 3 p. m. *Kanawha* joined company; anchored her inside the bar after dark.

December 1.—4 p. m. pile driver went over to Grant's Pass.

December 3.—*Kanawha* brought in tow sloop *Rosina Pinto*, taken by the *Hatteras* in the sound, proceeding toward Grant's Pass; would not heave to; has pass from admiral to go to Pensacola. Sent her to

Pensacola to wait admiral's decision. *Hatteras* explored northern shore of sound and saw nothing but very small boats. One captive said the horses were taken from the gurerillas on the coast and the guard disbanded.

December 4.—Captain Blake sent out to me Peter Evato and Joseph Marabele, deserters from rebel gunboat *Morgan*. Each of them had a pass signed by Charles Graves, lieutenant and executive officer, dated 2d instant, till 6 p. m. They saw the *Oreto* at Dog River last night. She is ready to run, and is only watching her chance; has no cotton or cargo; is not plated; has 150 men and 8 rifles. Grant's Pass is impracticable, but Passarone [Pass aux Hérons] has 6 or 8 feet. This is closed, however, by piles being driven across the entrance. No guns mounted there. The gunboats at Selma are ready to be launched, but they want high water. Think they are not rams. Destitution prevails. Three hundred men in [Fort] Gaines, 700 in [Fort] Morgan, 500 (?) in Mobile, every man having been sent to Richmond. Nobody but women left. (Note.—This agrees nearly with the report from the 3d, yesterday, that all their horses are taken away.) They heard of no steamboat going out of the bay since the arrival of the *Oreto*.

December 5.—3 a. m. observed a schooner standing out through the main channel; brought her to with two guns and sent a prize crew on board to anchor her till daylight. Whilst this was transpiring made 282 by Coston. The *Cuyler* alone got underway. *Kennebec* made no move of any kind, although she was out of her station. Prize schooner proved to be the *Independence*, from Pensacola, to whom the admiral gave a pass to go to New Orleans and back for supplies of provisions for the people around the navy yard. 9 a. m. let her go, with admonition to keep clear of blockade.

December 8.—Sent Lieutenant Mitchell to examine the position of the piles in the bay. 11 p. m. Lieutenant Mitchell reported the piles to start in 4 feet water, due west from Fort Morgan, and extend to the westward W. $\frac{1}{2}$ N. in the direction of [Fort] Gaines.

December 12.—10 a. m., Commander Febiger steamed up and informed me that he yesterday assisted the collier *John Trucks* to get off the bar at Petit Bois [Island] Pass, where she had run aground in the night. Also that the rebels have brought to Grant's Pass a floating battery and established tents on the small island there. I at once sent orders to Lieutenant-Commander Blake to apply the *Hatteras* and *Jackson* to drive them off. The *Hatteras* mounts one 30-pounder Parrott and *Jackson* mounts one 80-pounder Sawyer, in addition to smoothbores. I read this order to Captain Jenkins.

December 15.—Yesterday, 14th, the *Pembina* brought over a deserter, calling himself James Walker, from the rebel gunboat *Morgan*, taken in the sound by the *Hatteras*. His reports confirm all we have before heard from deserters as to the force of the rebels. He says two rams are ready to be launched at Selma, waiting high water. Says Passarone [Pass aux Hérons] has 12 or 13 feet at the northeast entrance, but not more than 6 $\frac{1}{2}$ feet at the western entrance. Grant's Pass is closed. Passarone [Pass aux Hérons] has three rows of piles across entrance to the northeast. *Pembina* also brought over Contraband John Baptiste with a sailboat with which he ran the blockade at Fort Morgan on the night of the 13th,

the fort firing at him several shots. Handed him over to Commander Hitchcock.

December 19.—Reports by *Kennebec* that an alarm was given at 9 p. m., 15th, of a vessel running out, and next morning, 16th, at daylight a schooner was seen on fire and aground on the shoal to the eastward of Sand Island. Cotton drifted off from her. Forwarded reports from Lieutenant-Commanders H. C. Blake and H. A. Adams of their having approached as near Shell Bank [Island] battery at Grant's Pass as they could, in about two miles, and opened fire upon it and the rebel steamer *Selma*. The *Hatteras* has two 30-pounder and one 20-pounder Parrotts on board. The *Jackson*,—Shell Bank [Island] battery returned fire from two heavy rifles; one shot passed over the *Jackson* and another burst short. Two bombproofs and several tents are erected there. All the shot from the *Selma* fell short, and Captain Adams states that most of his own fell short also. The vessels retired after drawing the shots from the rifles. Captain Blake picked up Jim Bowman, slave of one McCauley, Mobile (on the 15th); also three soldiers on Dauphin Island, named J. N. Adcock, T. C. Conant, Alfred Y. Moss, privates from Fort Gaines, commanded by Colonel George W. Smith [Geo. A. Smith?]. Captain Jenkins ordered the *Hatteras* to join the blockade off the bar, in consequence of two gunboats having been sent away.

December 20.—8 p. m. steamer *Sykes* arrived from New Orleans with dispatches from admiral. *Brooklyn* to go to Mississippi—take 100 men from the *Potomac*—divide ammunition, provisions, stores, etc., and send *Sportsman*, *Kuhn*, and *Kensington* into river. Leave Commander Hitchcock in command of blockade of Mobile.

December 21.—*Sykes* left without my letter for the admiral—my fault. As the admiral will not soon leave the river, I discharged the prize sloop *Rosina Pinto*, found near Grant's Pass by Captain Blake, of the *Hatteras*; the owner, Augusto Barra, declaring it was entirely from ignorance, as he had never before been on that coast. Last night light-house was lighted up for first time—4th class, fixed—to be shortly replaced by 1st class, revolving. Present light seen 13 miles.

December 22.—Directed the bombers *O. H. Lee*, *Sarah Bruen*, *Griffith*, *Sea Foam*, and ——— to take in two months' supply of provisions and stores in readiness to sail to-morrow for New Orleans. The *Horace Beals* will be ordered to-morrow, as the brig *Bohio* or the bark *W. G. Anderson* may take her place for the defense of Pensacola. Suggested this to Commander Hitchcock, and that the other vessel should be stationed to flank the navy yard, as the defenses are much reduced, a number of the troops having been withdrawn.

December 24.—11 a. m. got underway and started for New Orleans. Storeship *Supply* on the Caucus Shoals; hauled her off and towed her out to sea. 8 p. m. spoke the *Oneida* off Mobile Bar, and hearing from Captain Jenkins that he can keep the sea without difficulty, and that although one bow port was seriously broken and the top-gallant fore-castle canted to one side, there was another broadside port in which the gun might be worked, I concluded to push on to New Orleans, and left at 9 p. m.

December 26.—Anchored at New Orleans at noon; Rear-Admiral Farragut present in the *Hartford*.

January 3, 1863.—4 p. m., dining with the admiral. He received a telegram from the South West Pass that, on the morning of January 1, General Magruder, with a train of artillery, assisted by four rams, fortified with cotton bales, attacked the squadron in Galveston Bay and captured the U. S. S. *Harriet Lane* and two coal barks. Steamer *Westfield* grounded and was blown up, killing Captain Renshaw and others. The *Clifton*, *Owasco*, and *Sachem* having been driven out, and that Galveston was completely lost to us. I remarked to the admiral that "I am ready for any service," to which he replied, "Then go down as soon as you can." About 60 of my men were still on shore on a debauch. Sent officer on shore to get them on board that night. 10 p. m. U. S. S. *Clifton* arrived from Galveston in confirmation of the dreadful news.

January 4.—11 a. m. got underway and went down river. Port boiler began to leak badly, and finally it became so bad the fires were hauled and vessel steamed under one boiler (starboard). 10:30 p. m. anchored off Pilot Town. Midnight the *Owasco* and *Sachem* entered the river and anchored near us. *Owasco's* smokestack down and *Sachem* lost one propeller, still her rate of steaming was 3 knots. *Owasco* and *Sachem* reported as badly cut up. Sent the latter in tow up the river and the former to haul alongside of the *Pampero*, ship her smokestack, and proceed up river to the admiral.

January 5.—2 p. m. got underway in company with the *Sciota* and started for Galveston, having ordered Lieutenant-Commander Lowry to touch at Sabine Pass to observe the state of things there.

January 6.—Last night boarded the U. S. S. *Cambria*, with troops on board, having touched at Galveston Bar, became distrustful. The boat he sent ashore did not return, and the *Cambria*, after waiting twenty-four hours, returned to the river, taking Galveston pilot with him.

January 7.—11 a. m. anchored off Galveston Bar. Observed back of the town one brig-rigged, supposed to be the *Harriet Lane*, two barks, two schooners, and two bay steamers. On Fort Point (N. E. end of Galveston Island) saw an earthwork; men at work there, and a number of tents and a number of troops marching up the beach.

January 8.—3 p. m. the *Cayuga*, Lieutenant-Commander McDermut, joined me, having left the river on Monday. 4 p. m. the *Sciota* also joined company; reported having spoken the *Morning Light* and schooner *Rachel Seaman* off Sabine Pass, 2 miles distant, blockading. Also that he fell in with the *Kensington* a little to the westward of the *Morning Light*. I left the *Kensington* in the river on the 5th; boiler damaged, and directed Captain Crœker not to come out to sea, but telegraph the admiral for fresh orders.

January 9.—9 a. m. sent Captain McDermut to Matagorda and Aransas passes to ascertain the state of things there. Admiral promised to send me the *Hatteras*. 1 p. m. observed two steamers in the bay towing two scows with derricks toward Pelican Spit, and the wreck of the *Westfield*; her smokestack and engines still standing. Also a pilot boat, with a flag of truce, standing toward the ship from the harbor. 2 p. m. sent Lieutenant Mitchell with an armed boat's crew in one of the cutters, with a white flag in the bow, to meet the flag of truce. Hoisted a white flag at the fore-masthead. 3 p. m. received on board Major [J. B.] Eustis, of the staff of General Magruder, and

Captain [P.] McGreal, of the Confederate Army, who bore a letter from General Magruder, addressed to the "Commanding Officer of the Blockading Squadron, Galveston Bay," stating that Captain Renshaw had entered the harbor of Galveston with his squadron under a flag of truce, and that the same squadron "escaped in the late attack (by the Confederates), passing out with the white flag flying, and all except one left before the expiration of the time agreed upon for the truce." He enquires "of the commanding officer of the blockading ship now off this harbor, if the white flag is to be recognized and respected as a flag of truce." Gave the gentlemen wine, cigars, and newspapers. They left at sunset with my letter to General Magruder. Before the boat reached the ship, I signaled for Captain Lowry to come on board, and he and Lieutenant-Commander Hatfield, one or both, were present in the cabin all the time of the interview. They claimed a great victory at Vicksburg and another at Baton Rouge. Captain McGreal remarked that "Admiral Porter met with a signal repulse."

January 10.—10 a. m. weather cleared up, showing the land distinctly and parties working on the beach, apparently throwing up breastworks and hauling toward the fort on the point of the island. 11 a. m. *Kensington* stopped, on her way to Rio Grande, for a few minutes, and proceeded on her way, with orders to stop here in returning. 11:30 *New London*, Commander [Abner] Read, reported for duty. 1 p. m. made signal for the *Sciota* and *New London* to get underway, and having explained to Captains Read and Lowry that my object was to shell the working parties on the beach who were erecting breastworks on the strip of land N. E. from the city, and after that proceed farther down and shell the *Harriet Lane*, which lay at the upper wharf of the city, her mastheads being visible. At 2 p. m. this ship and the *New London* opened upon the batteries referred to and the workmen then fled, but the hauling to the completed battery on this point was continued. Lieutenant Mitchell, of this ship, shot away the flag over the battery named, which was soon hoisted again. The *Sciota* commenced immediately upon the *Harriet Lane*, throwing rifle shot over her and some short. Captain Lowry states that the *Harriet Lane* meantime shifted her berth twice. This ship anchored in 3½ fathoms, 5,000 yards distant from the batteries referred to. The *Sciota* and *New London* approached to about 4,000 yards and did good practice; 5,000 yards was the extreme elevation or range which we could give the 100-pounder and 30-pounder Parrotts, nearly every shot falling within the lines of the enemy. Nineteen shots were fired from each of these guns, some of the 30-pounders falling short. Captain Lowry also states that he saw a ram inside or behind the forts, like the *Essex*, iron-plated in front and raised amidships. This I consider to be the only ram they have, being barricaded on the deck with cotton bales. The enemy showed no guns except some five or six fieldpieces abreast the town. At 4 p. m. the very moment I made signal to withdraw from action, the steamer *Hatteras*, Lieutenant-Commander H. C. Blake, reported for duty, bringing me 29 men from the crew of the *Westfield*. At 6 p. m. the steamer *Clifton*, Lieutenant-Commander [R. L.] Law, arrived and reported for duty.

January 11.—Sunday. The day clear and beautiful. Enemy actively at work on the fort on the point, seemingly moving guns, but not on the unfinished batteries. A steamer alongside the wreck of

the *Westfield*. One of the barks was brought down below the town last night and lay across the channel. The *Harriet Lane* dropped down near the middle of the channel about noon and loosed her fore-topsail. 12 o'clock the *Cayuga* returned from Aransas; reported all safe there. 2 p. m. sent *Hatteras* to chase strange sail S. E. by E. 3 p. m. sail reported from masthead, sent *Hatteras* to chase. At sunset saw her last, about 12 miles distant south. 7:15 saw the flashes of guns and heard the sounds of heavy guns bearing S. $\frac{1}{4}$ E. Hailed *Sciota* and *Cayuga* to get underway, the former to steer S. E., the latter S. by W. At 7:30 the *Brooklyn* underway. Steered S. $\frac{1}{4}$ E. for the flashes. The firing lasted about twenty minutes. Judged the guns to be about 16 miles off. Carried all the steam we could get up, airs light from S. S. E. Doubled the lookouts, ran S. $\frac{1}{4}$ E. 35 miles, and cruised about to the southward and westward till 7:30 a. m. without seeing anything, Galveston light bearing N. 3° E., distant 62 miles. Steered N. $\frac{1}{4}$ W., running $9\frac{1}{2}$ knots. At 11 a. m. discovered two masts standing out of water, perfectly upright, except rake; tops awash, also the gaffs, light topmast standing. United States naval pendant flying (playfully and unconscious); brought it on board. Hurricane deck adrift and much of the wreck floating about. Officers of boat recognized the *Hatteras* by a chase on her hurricane deck, which she received from the jib guys of the *Brooklyn* at New Orleans on the 3d of January, she having swung foul of this ship. She lay in $9\frac{1}{2}$ fathoms; saw no remains of men. Left the spars standing and steered N. $\frac{1}{4}$ W. 12 m. picked up three boats adrift from the wreck, two lifeboats being fastened together by boats' painter. Fell in with the *Sciota* and anchored off Galveston at 3 p. m. Present, *New London*, *Clifton*, *Cayuga*. Received on board Acting Master Leander H. Partridge and 5 men, survivors from the *Hatteras*. They arrived in her gig early in the morning and went on board of a gun-boat. Mr. Partridge relates that they chased a bark-rigged steamer having very high mainmast, which stood away slowly from the land. Late in the day *Hatteras* made signals "Suspicious sail" (which was not seen here). To the hail of the *Hatteras* (Captain Blako), stranger replied; "Her Majesty's steamer *Spitfire*." Captain Blako said, "I don't understand you." Stranger answered, "I don't understand you." Captain Blako: "I'll send a boat on board of you," and ordered a boat lowered. Mr. Partridge started and had barely shoved off, when the stranger fired, after gun first, then second and third broadside guns. *Hatteras* responded quickly, and both vessels started ahead firing, and left the boat astern. They fought for about fifteen minutes. *Hatteras* blew off steam, both closed; heard pistol shots and cheering. Partridge being doubtful as to the issue, pulled for the land and joined the squadron this morning. Forwarded Mr. Partridge to the admiral by the *Clifton*. 4 p. m. consulted with Lieutenant-Commanders Read, Law, Lowry, McDermut, as to the chances of an attack on Galveston with the *New London*, *Clifton*, *Sciota*, and *Cayuga*—having only one pilot. Read was for it. Lowry and McDermut thought there was no chance of success without aid in case of grounding, of which there was every probability, as there is only one pilot, channel narrow, intricate, and no landmarks to guide—only buoys on the outer shoals, which they did not understand. Captain Law said he had rather not say anything, but was ready for

any attack I might make. All of them expressed themselves ready to go in, however. My own opinion was that, considering the intricacies of the channel, the absence of distinct landmarks (being without pilots), the presence of the *Harriet Lane* intact, which had hauled to the lower part of the harbor, lying across, the presence also of a ram which lay at Pelican Spit, and the increased defenses, that the loss of the *Hatteras* made it injudicious to hazard the vessels without a better prospect of success, particularly as it is incumbent upon me to dispatch a vessel without delay to inform the admiral of the presence of a formidable enemy on the coast, and not only the delay attending an attack of one day at least, and then the uncertainty of having a vessel left to make the passage with the dispatch. If there were pilots, I should have felt better assured. A single vessel grounding under the batteries would have insured her total loss and probably lead to the loss of all. It is with a bitter and lasting pang of grief I give it up, as the blockade of the port with the *Harriet Lane* ready for sea is a very difficult task for so small a fleet as is in the Gulf. There will be censure, inconsiderate censure, but I can't help it. I can't overcome the difficulty of shoal water and a crooked narrow channel without pilots, or small draft vessels to assist such as ground. At midnight dispatched the *Clifton* with letters to the admiral, informing him of particulars.

January 13.—Hazy and very thick at times. Sent *New London* to anchor near the bar. Late in the afternoon saw three six-horse teams hauling to the fort on the point; sent to Captain Read to shell them by crossing the bar a little way. By the time the boat reached him, the fog shut them out of view. Very unhappy to-day. Sent the 5 men who escaped from the *Hatteras* to the *Sciota* with message to Captain Lowry to take care of them.

January 14.—7:30 a. m. made signal to *Cayuga* (so thick she could not see it) for the *Sciota* to get underway. Sent her orders to proceed with the *Cayuga*, taking care not to part company, to communicate with the *Kittatinny* at Matagorda Bay, and *Arthur* off Aransas, and bring up information as to those vessels and the *Kensington*. 9 a. m. *Sciota* and *Cayuga* started. Raining, wind light from S. E. by S., and swell rising from S. S. E. *Cayuga* and *New London* have but five days' coal. *Sciota* a little more. Mr. Brooks reported to-day more leaks in the boiler, which he can not repair short of eight days.

January 16.—Can observe nothing doing on shore. The *Harriet Lane* all ataunto, apparently ready for sea, sails bent, and lying opposite the lower wharf. She would be as bad as 290, once out.

January 17.—Schooner beating out with white flag, put back. 12:25 p. m. *Owasco* arrived from New Orleans; also schooner *Isabel Blake*, from Boston, assorted cargo, for Galveston, believed the port to be open. Owners [are] passengers, Messrs. Clemens and G. W. Wilder, formerly merchants in Galveston; also Mr. Macintosh, of the firm of Duncanson; Sherman & Co.

January 18.—Stormy; easterly gales, with rain and heavy sea from S. E., current N. E., ship rolling heavily. At 11:40 p. m. lying in the trough of sea. Ship rolled violently; IX-inch gun in starboard stern port capsized; smashed both binnacles. Gun under sheet anchor parted train tackle and got adrift; smashed lower port shutter. Gun opposite also worked loose. Sea unshipped the port shutters of pivot gun ports. Several barrels of vegetables broke adrift and added to the confusion, also everything on the berth deck.

January 19.—2 a. m. slipped cable and steamed slowly ahead to sea. At daylight, sea greatly moderated; returned and anchored at 9 a. m. A square-rigged vessel lying above the city, and two more, square-rigged, lying high up the bay, were seen from the tops this afternoon. The one above the city is believed to be the *Harriet Lane*. The enemy diligently improving his batteries and extending them on the point. Observed numerous pieces of heavy timber set upright in the ground on the west side of the work on Fort Point, stockade like, as if meant for bombproof or iron-cased batteries. Captain Read heard the clashing of railroad iron when thrown down. This battery is 5,000 yards from the nearest approach by this ship, and the gunboats can approach it only by crossing the bar. I have but one pilot; the gunboats draw from 10 feet to 10 feet 8 inches, channel narrow, shoals extensive, and the enemy is believed to have two effective rams, drawing not more than 4 feet, and the *Harriet Lane* intact. One gunboat grounding would probably lead to the loss of all. Other batteries observed nearer the city.

January 20.—Schooner came out from the port, white flag at the main. Sent Lieutenant Mitchell with white flag to meet them. He brought on board Colonel J. J. Cook, C. S. Army, and Lieutenant [O. G.] Jones, C. S. Army, bearers of a dispatch from French consular agent, Benjamin Théron, also from General Magruder. Answered the latter and requested them to send a boat out to-morrow. General Magruder sent a verbal message that he would parole the crew of the *Harriet Lane* if I would provide them transportation to the North. The Forty-second Massachusetts Volunteers were on their way to Vicksburg for exchange. Lieutenant-Commander Lowry was present nearly all the time of their stay. These officers brought a package of letters from the crew of the *Harriet Lane*, and eight or ten from rebel officers, all open and strictly of a domestic nature. Lowry read them. The rebel officers left a little after 4 p. m. Late in the afternoon observed men at work on a battery in the northeast end of the city, near old hospital, where the enemy had an iron casemated battery.

January 21.—Schooner flying a flag of truce came out. Sent letters to French consular agent and General Magruder by Lieutenant Mitchell, who delivered the letters and returned. Flag of truce returned. This morning observed the boat which was out under white flag yesterday sail into the harbor, at the same time missed three shoal buoys which were in their places yesterday, viz, inner bar buoy, middle-ground buoy, and turning buoy. The two latter were near the entrance to the harbor and under the guns of their forts. The bar buoy is in sight on the beach. My letter to him (the general) charged him with removing them under flag of truce.

January 22.—In the forenoon a schooner came out under flag of truce. Sent second lieutenant to meet her. He received a letter from one Colonel X. B. Debray, in command temporarily, and schooner returned to port. 2 a. m. the *Tennessee* anchored, having touched at Sabine Pass at 9 p. m. yesterday. Saw ship *Morning Light*, hailed her; some one answered, She is in the hands of the rebels, Captain [John] Dillingham ashore, and he had no boat to send aboard, nor men. She was in 17 feet of water. With this, Captain [J. D.] Childs left immediately; he saw another vessel not far off. At 3:20

a. m. I sent orders to Captain Abner Read, in the *New London*, and Lieutenant Commander McDermut, in the *Cayuga*, to go to Sabine and recapture or destroy the *Morning Light*, etc., but these vessels did not get off before 7 a. m., for some reason or other. Yesterday I sent for the commanders to say I wished them to fire into the workmen whenever they saw them throwing up batteries after 5 p. m. of that day, as I had given the consuls and others warning of twenty-four hours, but not to fire into the city unless batteries were in line; that they might begin next morning (to-day). Read having the next best gun to my 100-pounder, I relied upon his long range, the others having only 20-pounders. This affair at Sabine interrupted this design. 7 a. m. stood to meet a three-masted vessel, which proved to be the *Kittatinny*, Acting Master C. W. Lamson, from Matagorda blockade, leaving no vessel there. She was bound to Pensacola for repairs. I ordered her back to blockade Matagorda, as I had just issued a notice of blockade of Sabine Pass, Galveston, and all Texas. As he was short of officers, I sent him Acting Master Loander [H.] Partridge, who came in the *Tennessee* to join the *Morning Light*. This was the officer who escaped from the *Harriet Lane* on the night of the 11th. Expecting to receive the crew of the *Harriet Lane*, I detained the *Tennessee* to take them on board.

January 24.—7:50 stood out to overhaul a ship. Proved to be H. B. M. S. *Rinaldo*, Captain Hewett, wanting to communicate with his consul; sent a boat on board. Returned to my anchorage, followed by the *Rinaldo*, and anchored at 10:20. *Rinaldo* sent in boat; a gun was fired from fort at her approach; boat stopped a while and then went in. 10:20 sent Lieutenant Mitchell to meet a schooner coming out with white flag at main. At 12:30 p. m. Colonel J. J. Cook and Lieutenant Jones, C. S. Army, came on board and delivered two dispatches, one from Colonel X. B. Debray, temporary commander of Galveston, the other from General Magruder, dated Houston, and per telegraph. Delivered a reply to Colonel Debray's letter in reference to the buoys, and Lieutenant Mitchell accompanied Colonel Cook & Co. to the schooner, which returned to port. Colonel Cook remarked that they have Captain Wainwright's property sent down from Houston and will bring it on board to-morrow. These flags of truce are great hindrances and yet are indispensable. Shortly after this flag of truce came out, another went alongside of the *Rinaldo* and a salute of nine guns was fired. The schooner made a brief visit and returned to the shore. At 5:20 the *Rinaldo* got underway and stood to the eastward, Captain Hewett having kindly offered to take letters to Havana if I have any to send. Yesterday I sent a copy of my notice of blockade to that officer, and a copy to the British consul, requesting him to send it ashore to-day by his boat. To-day I sent a copy to Mr. Théron, French consular agent and Spanish vice-consul. I also sent a copy to Consul Shufeldt, requesting him to give it publicity.

January 26.—1 a. m. *Tennessee* got underway and started for New Orleans with my dispatches for the admiral, to touch at Sabine Pass for information. Not hearing further from the crew of the *Harriet Lane* I could not detain the *Tennessee* any longer. 9 a. m. got underway to shell the batteries at Old Hospital and on the beach, and stood down in that direction. At 9:15 cleared for action; at 9:40 saw a schooner standing down the harbor, white flag at her main. Stopped engines, Nunnery Hospital bearing N. W. by W. $\frac{1}{2}$ W.

Turned ship's head to return to my anchorage. At 10:07 schooner inside returned up the harbor and hauled down white flag, and I returned to my anchorage. 11 a. m. the *Kensington* returned from Rio Grande, the weather there having been so stormy as to prevent his communicating with shore till recently. He saw the *Arthur* and *Kittatinny* on his way back; no news of 290, but the *Oreto* has reached Havana. At 5 p. m. the *Kensington* proceeded to New Orleans; sent duplicated letters to admiral. 9:30 gunboat *Katahdin* arrived from New Orleans, having touched at Sabine Pass. Brought letters from Commander Read. Rebels set fire to the *Morning Light* on the 23d, as soon as the gunboats hove in sight, and burned her; her guns are in her bottom. Six steamers are inside and threaten to attack him.

January 27.—11 a. m. three shore batteries began to fire, none of their shot falling near the ships, some shells burst in air.

January 28.—9 a. m. flag of truce reported coming out, sent Lieutenant Mitchell to meet it and receive letters. 11 a. m. Major [Edward] Von Harten and Lieutenant ———, C. S. Army, were brought on board with dispatches from the French consular agent and British consul, acknowledging the receipt of my notice of continuation of blockade, etc., and from General Magruder, informing me that the crew of the *Harriet Lane* and Forty-second Massachusetts Volunteers were sent to Vicksburg. Commissioned officers retained as prisoners of war. Major Von Harten also delivered to me the remaining property of the late Commander J. M. Wainwright, consisting of 1 trunk, 1 sword, 1 cocked hatbox, 1 traveling bag, 1 linen bag. At 12:30 p. m. the above-named officers left the ship, bearing a letter to the French consul and my receipts for the property of Commander Wainwright. Wind light from north; the boat did not get into the harbor before 4 p. m.

January 29.—9 a. m. got the vessels underway and called the captains on board; told them I wished to feel their [the rebel] batteries, to ascertain what they have on this beach (outer); to fire deliberately and waste no ammunition. The *Brooklyn* then stood in near the buoy, bringing Old Hospital (northeast end of the city) to bear W. N. W., distant 5,000 yards, ship in 3 fathoms. The gunboats bearing S. W. by W. from me, opened fire with my two rifled guns on a new battery at Old Hospital. The fuzes of the 100-pounder burst in the air, except one, and none of the shot from the 30-pounder were seen, except those that fell in the water. After a while one gun, rifled (probably 30-pounder), returned fire from that fort, shot falling a little short. Gunboats proceeded slowly S. W., throwing an occasional shot on to the beach, until they reached the upper part of the city; there two rifled guns opened from an iron-cased battery of two embrasures which opened and closed every time they fired. The most southerly of these two guns was a fine one, probably 50-pounder, throwing all of its shot over us, we being in 5 fathoms, could not see where our shot fell. Inference: Gunboats can go within a half mile of the beach at night and fire the city by shelling, and with comparative impunity, whenever it may be desirable to attack the works and the troops. Dispatched the *Ida McLeod* to Sabine to take on board chain cables, anchors, guns, etc., from the *Morning Light*. At 10 p. m. sent the *Katahdin* to give aid and comfort to the gunboats at Sabine [Pass] and rejoin me in two days.

January 30.—Barkentine *Young America*, cleared from New York 6th January, assorted cargo, for Galveston, anchored, believing at the time of her clearing that the port was in possession of the United States. On the 18th January Messrs. Wilder and Clemson, who were here in the schooner *Isabel Blake* under the same circumstances, informed me of the coming of this vessel as part of their own venture; therefore I do not capture her, but have warned her off the whole southern coast of the United States except New Orleans, Port Royal, and Beaufort. Wind and sea being from the E. N. E., the captain begged to lay here and rest. Having dispatches to send to the admiral, I assented. There were a Mr. and Mrs. Butler on board, formerly merchants of Galveston, who claimed the cargo. A Miss Harriet M. Baker, belonging to Houston City, was a passenger also, in charge of Mrs. Butler. She petitioned to be sent on shore to her friends, being young and two years absent from her home. I could not grant her request, but referred her case to the admiral. *Itasca* arrived from New Orleans, bringing me dispatches from the admiral, stating that he has now sent me six gunboats to make the attack on Galveston. If I consider it too late, leave three gunboats here to blockade, and return to New Orleans with the *Brooklyn* and the other three gunboats to assist in the attack on Port ———; he will wait ten days for me. His letter was dated 26th January. I wrote him in reply that he could not have been aware of the capture of the *Morning Light* and schooner *Velocity* at Sabine Pass by the rebels; that they threatened to break the blockade of the entire coast with the *Harriet Lane* and river boats; that three of the "six gunboats" are blockading six steamers at Sabine which threaten to attack him, and this vessel, with the other three, are off Galveston blockading the *Harriet Lane*, etc., and I shall therefore wait further orders from him. The *Itasca* stopped at Sabine; brought me a letter from Commander Read, stating that Lieutenant-Commander P. C. Johnson had been chased out the night of the 30th by a three-masted steamer, supposed to be the *290*, and they went out the next morning to hunt her, but did not find her. Yesterday the captain of the barkentine *Young America* stated in his first interview that at 3 o'clock that morning he saw a two-masted vessel, with smokestack, which he took for one of our gunboats. Believing her to be to an anchor, and not wishing to alarm her, he tacked and stood to the eastward 12 miles, till a quarter of 5, then tacked again and stood west a little north, hoping to speak her at daylight (6 o'clock), but saw no more of her. Kept on same course and made land at 7:30 a. m. and shortly after these vessels. This is the *290* [that was] seen. 3 p. m. sent the *Sciota* and *Owasco* to bring in a three-masted schooner bearing south. Her conduct was remarkable, sometimes on one tack, then on the other, then end on. *Sciota* made signal that "The strange sail is an enemy." I thought so myself and got underway at 4:30 p. m. Steamed down south. Gave orders to Lieutenant-Commander [R. F. R.] Lewis, of the *Itasca*, to order the *Young America* to get underway and stand off with her till I came back. The *Sciota* fired three guns at the stranger. 6 p. m., strange sail proved to be the *Kittatinny*; ordered her in to the anchorage. 10 p. m. Acting Master Lamson came on board. Said he had chased a sloop up to Velasco and current swept him up here; did not know he was so far up; accounted for his strange appearance and maneuvers by light winds and unmanageable vessel.

I ordered him to return to his station forthwith. He now says there are two steamers at Matagorda Bay. They can not come out except in very smooth times.

January 31.—10 p. m. gave my dispatches to Midshipman Henry T. Grafton to proceed with them in the *Young America* to New Orleans to deliver them in person to the admiral. Sent orders to captain of the barkentine to get underway. He begged to remain until morning, as the wind was light from the south. It was of little consequence.

February 1.—10 p. m. dispatched the *Owasco* with duplicates of my letters, describing the state of things, and informing him that we are nearly out of coal, and begged that two coal vessels be sent immediately. Made same request by *Young America*. I sent *Owasco* because her steam valve in steam chest is broken and she can scarcely move with less than twenty-four pounds steam. She is short 21 men and her general condition is bad.

February 2.—9:30 a. m. observed a schooner standing down the harbor with white flag at the main, and the white flag hoisted at the flagstaff on Fort Point. Gave orders for a boat to be sent to meet the flag of truce boat when she should clear Fort Point coming this way. 11:30 white flag at Fort Point and on schooner hauled down and schooner returned up the harbor. 7 p. m. sent the *Sciota* and *Itasca* down the coast as far as Aransas to speak the *Arthur* and show themselves off Aransas, Lavaca, Matagorda, and Velasco, appearing off the latter at daylight to-morrow.

February 6.—9 a. m. sent *Katahdin* to pick up a boat in the offing. Found in her two refugees (Germans), viz, Peter Soun and Edward Garritz, former bricklayer, latter blacksmith. Both men have been secreted in Galveston ever since the gunboats were driven out. Say there is an ironclad battery of two guns on the southwest side of the city on the beach, and one 32-pounder 300 yards more to the eastward, placed there on the 4th. They are enlarging and casing with railroad iron the fort at Old Hospital, northeast part of the city; have mounted 7 iron guns and 6 wooden. At Pelican Spit have 4 wooden guns, no iron. Do not know of any fort on Fort Point nor of railroad track laid there, yet this latter fort is the most formidable. They are building another bridge across to Virginia Point, 2 miles farther to the westward, and in shoaler water than the old one, which they fear being burned. The *Harriet Lane* was towed up to Harrisburg at "the last great rise in the bay" (18th January). Her engines will not work; does not know why; do not know what they will do with her. Know of only one ram iron-plated; the others are river boats, barricaded with cotton 15 feet high, open astern. 2 p. m. *Sciota* and *Itasca* returned from Aransas, having seen the *Arthur* and *Kittatinny*. All quiet; no sail or steamer is ever seen on the coast. At Velasco observed a fort of three guns, which fired upon them, their shot going over; ours fell short; about 400 soldiers present. At Pass St. Louis [San Luis Pass] observed breastworks and soldiers. Not the sign of a sail or steamer visible on the coast or in the sounds.

February 7.—Schooner coming out with flag of truce at the main. Hoisted white flag at our fore. 1 p. m., the schooner being near the bar, sent Lieutenant Mitchell to meet her, sending in by him three letters for citizens, viz, Major Eustis, Lane and Williams, Mrs. Baker; also private letters for Acting Master [C. H.] Hamilton and Assistant

Engineer [C. H.] Stone, of the *Harriet Lane*. The schooner returned to harbor and Lieutenant Mitchell brought off a letter from Colonel Debray, informing me of the death of Acting Master Willis F. Monroe, of the *Harriet Lane*, 31st January. Also forwarded a letter from Acting Master Dillingham, of the *Morning Light*, and mail from her crew.

February 17.—7 p. m. sent *Katahdin* to blockade Velasco; boilers reported unsafe.

February 18.—9 a. m. got underway to examine harbor and defenses. Stood down the coast into 3½ fathoms, bringing western part of city to bear north by compass. Observations made from mast-heads by ----- Wright, quartermaster, and Ensign M. W. Sanders and Acting Master L. Wells. Reported a new bridge partly constructed about 1½ miles to southward and westward of the old or present bridge crossing to Virginia Point. Two schooners and a hulk there, one of them in appearance a brigantine. A large [force] of men at work between the two bridges, as if extending the railroad. Saw a battery of two guns at this end of old bridge and a body of troops encamped there. Saw one gun mounted on southwest side of city near railroad depot. Ironclad battery of two guns on the beach, already mentioned, and one at Old Hospital. Four steamboats in the harbor, three schooners, and a two-masted vessel over Virginia Point. Thence stood to the northward into 4 fathoms, bringing the light-house to bear by compass W. Lieutenant Mitchell at masthead reports seeing over and beyond Bolivar Point two schooners, one dredging machine, one vessel like a bark, yards all down, one ocean steamer; to the left of light-house, four schooners and two steamers; at the city, three steamers. Can see no works on Bolivar Point nor men; large herd of cattle there. On Pelican Spit an earthwork with four embrasures. Light gun in the fort on Fort Point, the work apparently square. A red buoy anchored off the point (Fort). At 1 p. m. anchored. Flag of truce observed coming out; hoisted white flag at the fore. At 2 sent Lieutenant Mitchell to meet flag of truce (schooner). 4:15 p. m. Lieutenant Mitchell returned, bringing two rebel officers on board with a dispatch for General Banks, open, from General Magruder; also letter from Colonel Debray, requesting the blockade to inform the officers of foreign ships of war wishing to communicate that they should hoist white flag near the beacon, "in order to avoid accidents now beyond our control." Brought dispatches also for French and Spanish ministers at Washington and for myself from M. B. Théron, French and Spanish consular agent, informing me that Jeff. Davis has ordered him to leave Texas. The functions of his office will be discharged by Mr. Charles Haas, merchant at Houston, for France, and M. Emile Simmur, merchant at Houston, for Spain. 6 p. m. the flag of truce schooner to an anchor near the light-house, 3 miles distant, wind and current against him. Lieutenant Mitchell left the ship to convey the rebel officers to flag of truce schooner. 10 and 11 p. m. fired the howitzer and burned Coston lights for boat. At 2:30 a. m., the 19th, Lieutenant Mitchell returned with rebel officers, Major Mason and Lieutenant Cook, not having found the schooner. Received those two officers in my cabin; gave them supper and beds.

February 19.—6 a. m. observed flag of truce schooner near the bar; sent rebel officers on board in charge of Midshipman [J. R.] Bartlett.

At 8 a. m. flag of truce schooner anchored and a barricaded steamboat came out and took her in tow.

February 24.—Steamer brought Miss Harriet M. Baker, by permission of General Banks and Admiral Farragut, to be landed at Galveston. Sent boat to the beacon to display white flag as signal for the rebels to send out a boat. Weather soon came on thick and boat returned. At 3 p. m., supply steamer being ready to go down the coast, received Miss Baker on board to be landed.

February 27.—10:30 a. m. sent in a boat with Miss Baker to meet the boat coming out, and having transferred her to the authorities of the other boats ours returned. Before leaving the ship Miss Baker's baggage, consisting of two trunks, was overhauled for articles contraband by Lieutenant-Commander Hatfield and Surgeon S. Jackson; none were found.

February 28.—1 a. m. put my dispatches on board the steamer *Union*. She sailed at daylight. 9:35 a. m. got underway to examine the offing, it having been reported that smoke of guns was seen; also two vessels in the same direction, E. S. E. 11 a. m., seeing nothing, turned round to regain my anchorage, 10 miles distant.

Armaments of the Westfield and Harriet Lane, captured and destroyed at Galveston.

Westfield.—One 50-pounder rifle, 2 IX-inch Marsilly, 4 32-pounders, 57 cwt.

Harriet Lane.—One 30-pounder rifle, 1 X-inch pivot, 2 IX-inch Marsilly, 2 24-pounder howitzers.

These guns are known to be in the harbor of Galveston, and in addition to these is 1 X-inch columbiad, which lay in the battery at Fort Point, making in all 2 X-inch, 4 IX-inch, 4 32-pounders 57 cwt., 1 50-pounder rifle, 1 30-pounder rifle, 2 24-pounder howitzers.

Extracts from private diary of Commodore H. H. Bell, U. S. Navy, 1863—No. 6.

March 1, 1863.—At 9 a. m. the *New London*, Commander Abner Read, came down from Sabine by my order, in reference to the "blockade of Galveston by three or four gunboats" and one off Sabine [Pass], in case the *Brooklyn* shall leave to join the admiral for attacking Port Hudson. While in conversation with Read, received another report of the disability of the *Katahdin's* boilers. She is not worth a straw for service. 4 p. m. weighed and stood to the northward into 3 fathoms to examine harbor and bay. Observed in East Bay a bark, one ocean steamer having two short masts, hull painted black, and ram *Bayou City* alongside of her. In the harbor of the city four steamboats and eight or ten small schooners. Pile driver and steamboat at work in lower harbor as if making a battery on the mud bank adjacent.

March 3.—Observed a gang of 200 or 300 hands at work upon the neck between the city and Fort Point, as if grading for a railway. Having shelled working parties before on this neck of land without materially interrupting their work, I considered it impotent and a waste of ammunition to fire on them, particularly with the present sea running. Observed also a structure of logs building upon piles,

driven, as nearly as I could judge, upon the edge of the narrowest part of the channel between city and Fort Point; a battery, I take it to be, in imitation of the ironclads erected off Dog River Bar, Mobile. If it be, the mode of attacking it will be to knock away the piles at the water line and the structure falls.

March 8.—8 a. m. *Itasca* arrived from New Orleans to join blockade here, with orders for the *Brooklyn* to join him (the admiral) at New Orleans as soon as the *Genessee*, Commander McComb, shall arrive to relieve me.

March 11.—Had the bay examined by Lieutenant Mitchell and Quartermaster Wright. Reported the ram and three schooners in the bay, also a steamer with three short masts, which they guessed was the *Harriet Lane*. Thereupon I went up into the main top and saw no other steamer than the ram aforesaid. The thing which they took for a steamer, I could not see the chimney of. She had two short masts and a hull not longer than a large schooner which lay near her, and her hull not so high out of water. Masts close together, as close as the schooner's. I take her to be the brigantine which was employed at the bridge building. I observed a strong gang of men constructing an earthwork against a wooden structure to the northeast of the city; apparently a fort bearing upon the entrance to the lower harbor. The wooden structure was seen three or four days ago; to-day it is covered and surrounded with sand. I observe another work, apparently of boards put together like the roof of a house, situate on the extreme point of Galveston Island, terminating in the lower harbor. It looks as if it were designed for armor. Considerable sea on, which prevented my throwing a few shells at the laborers at 2½ miles distant, though the work could not have been stopped.

March 12.—Weighed anchor to examine the bay and harbor. Observing 200 or 300 men at work upon an earthwork (which I call New Fort) to the north of old hospital, I fired three 100-pounder and three 30-pounder shells, each, at it, estimated at 5,750 yards distant; all of them went wild because of the swell, and the laborers worked on undisturbed. Proceeded to the south of the city, saw the new bridge apparently half finished, several steamers and some schooners in the harbor. Thence stood to the northward, brought the light-house to bear by compass W. by S. Saw in East Bay a bark with yards down and something like a steamer alongside. One or two schooners beating about. In the harbor and behind the wharves were seven steamboats, six having two chimneys and one (ram *Bayou City*) one chimney. There were four schooners. The New Fort is a wood frame (apparently), filled round and on top with earth; embrasures opening upon the harbor. I should judge it is intended for three guns. On the extreme point of the island, which makes from Fort Point in the form of a narrow sand spit, curving round to the south and westward, a wharf is constructed and also a shed, and about 50 yards to the southwest they have a large lighter and 100 men working; several piles are observed to be driven there. 8 p. m. sent orders to Captain Johnson to proceed to New Orleans as soon as ready in the *Katahdin* for repairs.

March 13.—5 p. m., Acting Master Lamson reports having captured yesterday a sloop of 20 tons and 50 bales of cotton, out from San Luis Pass. The prisoners say they left a schooner in the said pass

with 150 bales cotton, ready to run out, and that in coming down the bay four nights ago they passed a vessel to an anchor above Red Fish Bank [Bar], which the pilot stated was the *Harriet Lane*, and that they had taken out her masts. They could tell nothing more about her.

March 14.—7 p. m., sent the *Itasca* [Owasco?], Lieutenant-Commander Wilson, to blockade Lavaca and Matagorda until the arrival of a sailing vessel to take the blockade.

Extract of journal of the U. S. S. Richmond, Commander Alden, U. S. Navy, commanding, July 15, 1862, to March 15, 1863.

July 15, 1862.—Mississippi River. At 4 a. m. the gunboats *Tyler* and *Carondelet* went up the river to take a look to see how things looked up there. About 5 a. m. we heard heavy firing up the river; every gun that was fired seemed to be coming nearer to us; this was kept [up] for about one hour and a half, when one of Davis's boats came running down the river and gave the alarm that the great rebel ironclad steam battery was coming down the river. She was supposed to be the *Arkansas*. The *Tyler* and the *Carondelet* tried to board the ram, but could not find any place to get into her except her ports. They had boiling water to repel boarders with. The *Tyler* and *Carondelet* lost a great many men trying to board her. In a few minutes more the *Tyler* came down the river and the *Arkansas* following her, each one keeping up a running fight. As soon as the rebel made her appearance around the point we beat to quarters and went to work loading the guns with solid shot. Here was the whole fleet lying, and not one of the effective vessels had steam up; there we had to lie and wait until the ram came in range. All this time the ram was not idle; she was sending her shot and shell among our river boats. We were the first vessel that she had to pass. When she was about two ship's lengths ahead of us, the ram *Lancaster* was steaming across under our stern, when a shot from the *Arkansas* struck the *Lancaster's* boilers, scalding a great many men; the sight was terrible, as she [was] just in front of us. The scalded men jumped overboard, and some of them never came to the surface again. There were 10 or 12 in the water, some swimming and some holding on to the rudder. A boat was lowered from the *Lancaster* to pick up her drowning men. By this time she had drifted astern of us, and the *Arkansas* came on down, and as she passed us we fired our whole broadside into her, without any seeming effect, except one shot struck her on the bow, which knocked a great piece out of it. She steamed on down, each vessel firing her broadside into her as she passed. She never returned the fire at us, until she got astern, when she fired her two stern guns, without doing any damage.

The *Carondelet*, **Benton*, and *Essex* by this time had got some steam up and got underway and engaged her as she came down. She kept on down the river and made fast under the batteries at Vicksburg. The *Benton* and *Essex* returned. The flagship made general signal to get up steam and got ready to get underway. We soon had steam up and we went to work putting up splinter nettings on the port side

* Probably the U. S. S. *General Bragg*.—COMPILER.

and preparing for action. A council of war was held on board the flagship, when they came to the conclusion that the ram had to be taken at all hazards. The *Carondelet* came down the river at 9 a. m. She was considerably damaged. The *Arkansas* did not carry any flag. We lay under a full head of steam all day. At 10:30 one of the mortar schooners that belonged to Porter's fleet was blown up. She was aground and could not be got off again. Everything was taken out of her that was any value. We had all of our sick on deck when the ram made her appearance; they all had to be removed before we could do anything; there were about 40 of them. We have only men enough to man — of them, three have to be left idle. The bombers of both divisions opened on the town very rapidly all day. The heat was suffocating until 4 p. m., when we had a very violent thunderstorm; it rained about one hour, when it cleared up and the air became much cooler. The little tugs were kept busy all day carrying dispatches from the flagship to the different vessels in the fleet. Everybody was preparing for action. At 6:40 p. m. the flagship made general signal "get underway." At 7 p. m. the whole fleet was underway, moving down in two columns, each vessel taking her position. Davis's fleet was to stay above the city and open a cross-fire with his bombers. The *Brooklyn* and some of our gunboats were below the city, and they opened fire with four of Porter's bombers. The *Iroquois* and *Oneida* took the lead; we came next. Our position was to run into the ram with full force, if we could see her going down. The *Wissahickon* on our starboard quarter; then came the ram *Sumter*, taken from the rebels (one gun, plated with railroad iron); then the flagship, with two gunboats. As we got to the point, before you get sight of the city, the rebels opened on us from the woods with muskets and artillery pieces; such a shower of missiles as came around us never was seen before. We instantly sent a broadside of shrapnel into them; that was the last we heard from them. It was now getting dark; it was just 7:07 p. m. when we opened fire on the batteries with our bow guns. We soon got range with our broadside guns, when we let them have it. The rebels' fire soon began to slacken as ours began to increase. We kept pouring in one broadside after another into their batteries until 4 minutes past 8. We only drifted down with the current. The rebels had ceased some time before we did. A large fire was now springing up in the town. We could not see anything of the rebel ram as we came down; although we were not more than 30 yards from the shore, not one on board of us could see her. We must have passed her in the smoke. As we came down, the *Brooklyn* gave us three cheers, which we returned; the bombers then gave us three cheers, which we returned also. We did not lose a man in our ship; two men slightly wounded with splinters. The *Hartford* had 3 killed; none of the other vessels had any killed. We got four large shot into our hull, and the rigging cut in numerous places; the bulwarks are full of grapeshot, though none of them came through. We came to anchor at 8:30 p. m., spliced the main brace, and set the watch for the night.

July 16.—Mississippi River. The rebel ram can be seen very plainly to-day moving about in front of the town. We are preparing for another engagement; putting up splinter nettings on the starboard side. We have extra stands of grape and canister for each gun. All of our vessels are preparing for a fight. Our carpenters are preparing

the *Sumter* to butt the rebel ram. We kept two gunboats under[way] all night. The night was stormy. We had every preparation made for an attack. We have our cables ready for slipping. All hands have to lie under arms. Two of our gunboats went down the river to-day.

July 17.—Mississippi River. Davis's bombers opened fire on the city to-day; some of the bombers directed their fire for the rebel ram, which caused her to shift her position about every half hour; some of the mortars threw shell all around her. The rebels fired a few shots at us from the batteries on the hill; some of them fell very close to us; we had to get up anchor and drop down about 200 yards. The *Brooklyn* had to do the same. General Williams's men are throwing up batteries. They were told by a deserter that rebels intended to land a large body of troops in their rear the same day the ram came. We fired one shot from our Parrott rifle at the one-gun battery on the hill. The shell went in amongst them; they skedaddled out of that, and did not come back again as long as we could see.

July 18.—Mississippi River. At 5 a. m. we dropped down the river about a mile, and went alongside of the bark *Kuhn* and commenced coaling ship. Davis's bombers opened fire on the town to-day and made some very good shots. At night we stopped coaling and prepared the ship for action.

July 19.—Mississippi River. Davis's bombers opened fire on the city this morning; some of the shell burst over the *Arkansas*, causing her to shift her berth every few minutes. The bombers give her very little peace to-day. The rebels opened on the upper fleet with a mortar from the back of the city; at sundown we got underway and took our position $1\frac{1}{2}$ miles below the city. The flagship and *Iroquois* soon came after us and took positions for the night.

Sunday, July 20.—Mississippi River. Davis's bombers opened on the city to-day, some of their shells falling around the *Arkansas*, causing her to shift her billet. The rebels fired a few shots from their batteries on the hill. The weather is extremely hot to-day. General Williams's troops are dying off very fast. Ten died out of Colonel Dudley's Thirtieth Massachusetts Regiment to-day. One of our men died very suddenly at 9:30 p. m.

July 21.—Mississippi River. Davis's bombers made some very good practice to-day. They kept the rebel ram *Arkansas* moving about the river all day. Every preparation was made to-day for another grand battle. The gunboat *Westfield* moved up the lower division of bombers belonging to Porter, and put them in position after dark. This was one of the hottest days this year.

July 22.—Mississippi River. This morning at 3 o'clock all hands were called and the decks cleared for action. We lay with our cables hove short until 5 p. m., when the ball was opened by Davis's fleet. The *Essex*, Captain Porter, came down alone and attacked the *Arkansas* under the fire of all the rebel batteries. The *Arkansas* ran into a cove and would not show fight. In the meantime we got underway and started up when the *Essex* came down, when the plan of operations was changed and we came to anchor in range of the rebel batteries. The *Essex* did not receive any damage, although the rebels poured a heavy fire into her. The *Arkansas* has not shown herself to-day. The rebels shift their batteries every few days.

We had a good view of them this morning. General Williams is taking all his sick on board of the steamers.

July 23.—Mississippi River. A steamer came up from New Orleans this morning; she was fired at by the rebels at Grand Gulf. Gunboat *No. 6* arrived here at 10 a. m. from New Orleans. *No. 8* gunboat arrived here at 5 p. m., with the ferryboat *Sunny South* in tow; they took it away from Natchez. Davis's bombers opened fire on the rebel batteries this evening. The rebels replied with two mortars that they have on the hill.

July 24.—Mississippi River. General Williams took all his troops and stores on board of the transports this morning and started down the river, the steamers taking the storeships in tow. We triced our chain up out of the water and made other preparations for starting down the river. Davis's bombers opened fire on the rebels this morning. At 2 p. m. the flagship made signal for the fleet to get underway. Williams's transports were waiting for us 2 miles below to convoy them down the river. At 3 p. m. we all started down, the gunboats taking the lead and the *Essex* bringing up the rear. Every vessel was brought down that was below Vicksburg. We had to steam very slowly; the steamers that had vessels in tow could not go very fast. The marines were stationed on the forecastle and poop as sharpshooters. We fired a few shots into a couple of flatboats that were floating down the river and sunk them. At 7 p. m. the whole fleet came to anchor for the night.

July 25.—Mississippi River. At 5 a. m. the fleet got underway and started down the river. At 8 a. m. we passed Grand Gulf. We went to quarters and pointed our guns on the bluffs. Some of our gunboats fired a few shots, but the rebels did not return it. We had to stop very often during the day. The transports get along very slowly. At 4:30 p. m. we passed Natchez; the banks were crowded with people looking at the fleet passing. No appearance of any troops here. At 6:30 p. m. we passed Ellis Cliffs. We went to quarters; trained our guns on the bluffs. No shots were fired at us as we passed. We fired our Parrott rifle at some men on the back part of the cliff. The gunboats that were ahead did considerable firing before we came up. The weather continues very hot. At 8 p. m. the flagship made signal to come to anchor for the night.

July 26.—Mississippi River. At 5 a. m. the fleet got underway and started down the river. All flatboats and other large boats that can be used for carrying troops are destroyed by the gunboats along the river. At 4 p. m. we arrived at Baton Rouge; the vessels all came to anchor here. General Williams landed his troops here and took up his headquarters in the statehouse. The *Harriet Lane* arrived here from New Orleans at 5 p. m. The American flag flies from all the principal buildings in the city. The weather is very hot to-day. The *Iberville* came alongside of us and we gave her a 13-inch hawser to tow one of the bombers off that got aground up the river.

July 27, Sunday.—Mississippi River. At 8 a. m. the bark *Horace Beals* came alongside of us; we are to take her in tow to New Orleans. Each of the large steamers has to take the large storeships in tow, and the gunboats take the mortar schooners. The *Essex* and the ram *Sumter* came down this morning. At 12 m. we started down the river. The flagship *Brooklyn* came after us. At 7 p. m. we

came to anchor for the night. The weather is very hot to-day. We have 80 men on the sick list to-day; the majority of them are very bad.

July 28.—Mississippi River. At 5 a. m. we started down the river. At 11:30 a. m. we arrived at New Orleans. We dropped the bark *Horace Beals* on the Algiers side and then ran over on the New Orleans side and came to anchor.

July 30.—Off New Orleans. Commenced coaling ship. The U. S. mail boat *Connecticut* left here this morning. There is scarcely a stay or shroud in the rigging that has not been cut by a shot. We will have to patch it up as well as possible until we get home again. The gunboat *No. 9* left here for the Gulf this afternoon.

July 31.—Off New Orleans. At 3 p. m. we got up anchor and started down the river. At 8 p. m. we came to anchor for the night. At 9 p. m. the gunboat *Cayuga* passed us, going up the river; two other gunboats passed up at 10 p. m. The weather is very hot to-day.

August 1.—Mississippi River. Last night was a sleepless night for all hands; the mosquitoes came in swarms; not a soul on board could sleep. During the night we had to walk the decks to keep the mosquitoes from eating us alive. At 5 a. m. we got underway and steamed down the river. We passed the *Varuna* high and dry on the bank, and a number of other wrecks of steamers. At 8 a. m. we came to anchor off Fort St. Philip. The boats were lowered and some of the officers and men went to see the forts. There are a great many prisoners confined here; some of them were working with ball and chain. At 12 m. we started down the river. At 3 p. m. we came to anchor off Pilot Town. There is a fleet of merchant vessels lying here, and steamers outside of the bar towing others in.

August 2.—Off Pilot Town, Mississippi River. The ferryboat *Westfield* went up to New Orleans this morning. The air is much more pure here; there is a fine sea breeze blowing in to-day that feels very refreshing to us. The steamer *Pœ* came down from New Orleans with two French vessels in tow. We finished taking off the chain at 6 o'clock and stowed it away in the chain lockers; there were over 400 fathoms of it on both sides. The howitzers were sent down out of the tops.

August 3, Sunday.—Off Pilot Town, Mississippi River. At 5 p. m. we started out. The pilot took us out without any trouble. We passed the *Creole* coming in from New York.

August 4.—At 9 a. m. we came in sight of Fort Morgan. There was a very large rebel flag flying on the flagstaff. There are four vessels on the blockade off Mobile—the *Susquehanna* and a gunboat, sloop of war and a brig, two lying at each channel. At 10:30 a. m. we came to anchor near the *Susquehanna*. We are lying about 6 miles off Fort Morgan. We could see one of the rebel steamers come out to Fort Morgan this afternoon and land something and then steam back again. At dark the *Susquehanna* and the gunboat *Kanawha* got underway and steamed about all night, to prevent any vessels from running into Mobile.

August 5.—Off Mobile. The weather is very rough to-day. There have been a number of steamers moving about inside of Fort Morgan during the evening; we suspected that they might try to run some

vessel in or out during the night, for it was very dark and stormy. As soon as it was dark we set a stout watch for the night.

August 6.—Off Mobile. The *Susquehanna* came in and anchored near us. At 10:15 p. m. all hands were called to get up anchor. There was an unusual stir at the fort. The light-house was lit and we thought it might be a signal for some vessel trying to run the blockade. We steamed in close to the land, but we could not see anything. We moved about very slowly until the gunboat *Kanawha* came down close to the land and told us that it was only a ruse of some kind. We then ran out about $4\frac{1}{2}$ miles from Fort Morgan and anchored in the channel, but kept a bright lookout during the night. The gunboat *Kanawha* and the *Susquehanna* kept underway all night.

August 7.—Off Mobile. This morning about 10:30 o'clock a steamer came out from Mobile and steamed out in the channel in front of the fort. We took it to be one of the rams that they have here. It was very long and low in the water. It only stayed there a few minutes, when it turned round and went back again. We would want no better sport than to have one of them come out where we are lying. The brig *Bainbridge* got underway and shifted her position this afternoon, above Fort Morgan, in the channel.

August 8.—At 5 a. m. we got underway and stood up along the coast for Pensacola. As we passed Fort McRee we could see that the rebels had destroyed all except the outer walls. Fort Pickens, Barrancas, and the light-house are in good condition, but the navy yard and the town of Warrington are one mass of ruins. We only stopped a few minutes at the navy yard and then started up for the city of Pensacola, which lies about 7 miles from the navy yard. We arrived there at 12 o'clock and came to anchor in front of the city. The sloop of war *Vincennes* and the *Harriet Lane* and six mortar boats were here at anchor.

August 9.—Pensacola. A schooner came in this morning from New Orleans with the news that there had been fighting at Baton Rouge. We had taken our engine apart and were going to repair ship. We were also preparing for a boat expedition; but they were all given up, and all hands had to turn to and get the ship ready for sea. We sent a boat down to the navy yard to get a hawser, but the rebels had cut them all up in small pieces. The steamer *Creole* went up the river Milton this afternoon.

August 10, Sunday.—Off Pensacola. At 12 o'clock we got up anchor and got underway and ran down below the navy yard, where we came to anchor again. The mail boat *Fulton* had come in and was at anchor close by Fort Pickens. We sent boats over to her and received a quantity of fresh provisions, and she also brought a mail. At 5 p. m. we stood out to sea.

August 11.—Last night at half past 12 o'clock we spoke the U. S. S. *Susquehanna* off Mobile. We sent a boat on board to hold a communication with her, and see if there were any orders for us. At 2 a. m. we left there and stood down close along the coast. At 10 a. m. we came in sight of the shipping lying at Ship Island. We made fine time under steam this morning. About 11 a. m. came up to the *Potomac*, frigate, lying outside of Ship Island. We went inside of the island. The Government is building a fine casemated fort on the end of the island; it is being built of brick and looks very formidable. The gunboat *Owasco* is here undergoing some repairs.

August 12.—Ship Island. A schooner arrived here this morning from New Orleans with dispatches. At 6 p. m. we stopped coaling ship, and all hands were called aft on the quarter-deck, when the first lieutenant read us the news of the destruction of the rebel ram *Arkansas* by the U. S. S. *Essex*, and also the victory of our troops at Baton Rouge. We spliced the main brace and gave them three cheers, and then all hands went over on the beach to bathe.

August 13.—Ship Island. The U. S. storeship *Supply* came in here to-day.

August 14.—Ship Island. This morning at 11 a. m. the steamer *Grey Cloud* came from New Orleans by way of Lake Pontchartrain. She brought some prisoners to be confined on Ship Island. At 3 p. m. a sailboat came alongside of us with four deserters from Mobile. They brought some very valuable information. They stole a boat and made their escape during the night. They say that the people are starving in Mobile.

August 15.—Ship Island. We condemned over 200 boxes of fresh beef and threw them overboard. The steamer *Grey Cloud* left here last night for New Orleans. We sent the four men that made their escape from Mobile to New Orleans in the steamer.

August 16.—Ship Island. We brought a prisoner on board this evening; he belongs to Biloxi.

August 17, Sunday.—Ship Island. This morning at daylight the *Hartford* and *Brooklyn* were in sight at anchor, 6 or 8 miles outside. At 7 a. m. they steamed in. The *Potomac*, our ship, and the storeship *Morning Light* saluted Rear-Admiral Farragut with seventeen guns, which he answered with thirteen guns.

August 18.—Ship Island. At 6:30 a. m. the U. S. S. *Rhode Island* arrived with the mail. We received a quantity of fresh provisions and ice from her to-day. We are still engaged in repairing damage done on the Mississippi River.

August 19.—Ship Island. This morning the *Hartford* and *Brooklyn* got underway and left here.

August 20.—Ship Island. At 1 p. m. we sent the launch on an expedition with one 12-pounder howitzer and 20 men, armed; the *Potomac* sent her launch also. The expedition went [to] Cat Island. There was a smoke behind the island that looked like a steamer. The boats went under sail. At 3 p. m. the steamer *Grey Cloud* came down from New Orleans by way of Lake Pontchartrain; she brought a mail.

August 21.—Ship Island. About 12:30 last night the steamer *Grey Cloud* left here for New Orleans, taking the mail. At 1:30 a. m. the launch returned from Cat Island, bringing a man and his wife, who were refugees from Mobile. The *Potomac's* launch brought off six men also, who had left Mobile this morning.

August 24, Sunday.—Ship Island. The steamer *Grey Cloud* came down from New Orleans early this morning.

August 25.—Ship Island. At 7 p. m. the U. S. S. *Tennessee* came in from Pensacola on her way to New Orleans. Warm to-day.

August 26.—Ship Island. The *Tennessee* left here at 5 o'clock this morning with her colors at half-mast. About 10 a. m. the *Potomac*, frigate, got underway and stood out to sea, and also the storeships *Andrew Manderson* and *Kate Waters*. They are all bound

to Pensacola. There has been a large fire burning over on Cat Island all day and shows very brightly to-night.

August 27.—Ship Island. The gunboat *Owasco* got underway this morning and started out to try her engines; she has been here a long time repairing her machinery.

August 28.—Ship Island. At 10 a. m. the gunboat *Kanawha* arrived here from Mobile with orders for us. At 1 p. m. the *Miami* succeeded in getting the *Owasco* off.

August 29, Friday.—Off Ship Island. A steamer was reported to the southward of us about 10 a. m. We made signal to the *Miami* to give her chase. She was soon underway and started out after her. About two hours after the *Miami* returned in company with the river steamer *Ceres*, from New Orleans, bound here.

August 30.—Ship Island. Last night at 12 the U. S. S. *Albatross* arrived here from Boston; she is a small merchant-built steamer, altered into a gunboat; carries seven guns.

August 31, Sunday.—Ship Island. This evening all hands were called to muster, when the order was read to stop the grog in the Navy forever. The captain got up and made a few remarks. He said we had heard the drum roll for the last grog in the Navy, now we would hear it for the last time that the main brace would be spliced; then all hands were called to splice the main brace. The *Miami* left here to-day for Hampton Roads, taking the invalids and those whose times had expired home to New York.

September 1.—Ship Island. A beautiful little sailing yacht came down from New Orleans this morning, bringing the papers for the troops on the island.

September 3.—Ship Island. At 7 a. m. the steamer *Ceres* came down from New Orleans by way of the lake. At 8 a. m. the gunboat *Owasco* left for Cat Island on an expedition. We sent a boat's crew with her, the first lieutenant accompanying the expedition. At 4 p. m. the U. S. gunboat *Harriet Lane* arrived here from Pensacola with dispatches for us. The steamer *Ceres* left at 4 p. m. for New Orleans, taking the mail with her. The ferryboat *Clifton* arrived here at 6:15 from New Orleans. The *Owasco* returned from her expedition about 8 p. m.

September 4.—Ship Island. The gunboat *Iroquois* came some time during the night. The *Harriet Lane* left here at 6 a. m. for Mobile Bay. At 2 p. m. the *Iroquois* left here for the coast of Texas. The *Albatross* left this afternoon for the Rio Grande.

September 6.—Ship Island. The *Grey Cloud* came down from New Orleans by way of the lake. She brought us our mail, the steamer *Trade Wind* having arrived there from New York. At 10 a. m. the steamer *Grey Cloud* left for New Orleans; at the same time the ferryboat *Jackson* took a trip over to Biloxi. After she had been over there some time, we could see her firing her guns. She came back at 2 p. m. The cause of the firing was that there was a body of rebel cavalry came down close to the edge of the town, where a few shells soon dispersed them.

September 7, Sunday.—Ship Island. At 4:30 a. m. the ferryboat *Clifton* came in with orders for us to proceed to Mobile; also *Harriet Lane* and *Owasco*, to proceed there at once. At 6 o'clock the U. S. mail steamer *Connecticut* arrived. At 8 a. m. the *Clifton*, *Owasco*, and *Harriet Lane* left here. The ferryboat *J. P. Jackson* is engaged

as guard boat of the harbor, to overhaul every sail that comes in sight. She can get underway quickly and is very fast, and only draws a little water. She can keep the [Mississippi] Sound clear better than any other vessel that has been here yet. At 7 p. m. the *Jackson* started after a small schooner standing in for Biloxi; she overhauled her and brought her in as a prize; she was loaded with provisions for the rebels. The *Connecticut* left here this afternoon for Galveston.

September 8.—Ship Island. We are engaged this morning trying to lower the propeller in its place. We got it up, but it will neither come up nor down; it is caused by the rust in the slides. We have been working at it for two days now. We worked all day trying to get the propeller down, and had just given it up when it took a notion and went down by the run.

September 10.—We got underway about 3:15 a. m., and started for Mobile. Our coast pilot took us out in the darkness without any trouble. At 11 a. m. we passed the *Harriet Lane*; she and the *Owasco* are cruising along the coast. At 1 p. m. we arrived off Mobile Bay. The gunboats *Oneida*, *Pinola*, and *Cayuga* were here. We took our position and came to anchor. The gunboats kept underway until evening, when they took their positions and came to anchor for the night. We cleared our battery for action at sundown, to be ready at a moment's notice.

September 11.—Off Mobile. At 10 a. m. two ocean steamers came out past the fort, but turned back and went in again. At 5 p. m. the *Kanawha* arrived here from Pensacola; she brought dispatches and a mail for us.

September 12.—Off Mobile. At 10 a. m. the ferryboat *J. P. Jackson* arrived here from Ship Island; she took the mail and proceeded on to Pensacola. The gunboats all came up to us to receive their orders. At 6 p. m. the gunboat *Winona* steamed in close to the beach and opened fire on a rebel steamer across the land, which is a mile wide. The rebel steamer was lying at anchor when the first shot of *Winona's* XI-inch gun carried away her smoke funnel. The steamer then slipped her cable and tried to get down under the protection of the fort, the *Winona* following her on this side and firing her XI-inch and 30-pounder rifle very rapidly. At last one of the XI-inch shells struck the rebel steamer amidships and exploded, nearly tearing the steamer to pieces. By this time the *Winona* had been steaming down under the guns of Fort Morgan, they being so taken up with the rebel steamer. Fort Morgan opened on the *Winona* with her barbette battery. The shot fell all around her, and some half a mile ahead of her, but none of them did the slightest damage. She then steamed leisurely out and took her position at the mouth of the channel. We planted a large buoy on the bar this afternoon, and we have our position at the mouth of the main channel. At dark we cleared the battery ready for action. At 11 p. m. a steamer was reported standing across our bows. We were lying with our stern into the channel, and the steamer would have to pass within 20 yards of our broadside before she could pass. Instantly every man was on his feet and we sent a IX-inch shell whizzing across her bows, and hailed her. Another moment and it would have been the last of the steamer, if she had not shown her numbers as soon as we fired, or she would never have known what struck her. The night was very dark. We made her come alongside and give an

explanation why she did not show her numbers. She came to anchor on our port quarter for the night. The gunboat's name was the *Pinola*, from Pensacola.

September 13.—Off Mobile. At 5 o'clock this morning we saw a steamer coming in from sea. It was the mail boat *Connecticut*, from the coast of Texas. At 9:30 a. m. she left for Pensacola, taking the dispatches and the mail. The *Kennebec* arrived here this afternoon from Pensacola. About 7:30 p. m. a steamer was reported standing in from sea. It was the *Cayuga*, that had been down on some of the islands after fresh beef. A rebel steamer came down the bay this evening and was fired at by one of our gunboats across the land, but she kept out of range of the gunboat.

September 14, Sunday.—Off Mobile. Every vessel is overhauled that comes in sight of us. A rebel steamer came down to Fort Gaines this morning. A rebel steamer was reported coming down the bay this afternoon; she came down to Fort Gaines, where she remained all day. The weather is very rough to-day; the wind is blowing from the N. W., and is a fair wind out from Mobile. At dark we sent gunboat *Pinola* inside of the bar, and gave all of the other vessels their stations. We set extra lookouts, one on each cathead, one on the foreyard, one on each gangway, and one on each quarter, besides three others on the poop. After dark the wind increased and it became very dark. We keep one watch at the guns during the night.

September 15.—Off Mobile. At 11:15 a. m. all hands were called to get up anchor. The wind having shifted to the S. W. and the gale increased, we were in danger of being blown on shore. We had to shift our berth farther out, so that if we commenced to drift we would have time enough to get underway before we would get in too close to the forts. At dark the gunboats took up their positions for the night. The wind still keeps hauling around.

September 16.—Off Mobile. The gunboats are all underway this morning. The wind is blowing S. by W. and there is a very violent sea running. At dark the gunboats took up their positions, for the weather continues the same all day; we have unceasing rain all day; the wind blows fair into the harbor of Mobile.

September 17.—Off Mobile. It cleared up about 12 o'clock and the sea is getting much smoother. About 7 p. m. the *Kanawha* made signal that a vessel was seen outside of the fort. We exchanged signals with the *Kanawha* and were getting everything ready for slipping our cable, when we saw a vessel coming for us. We fired a shot across her bows, when she showed her numbers and we found it was the *Oncida*, who was making for the Petit Bois [Island] Pass, where she had seen the strange steamer in sound. The *Pinola* also got underway and went down to the pass. Everything was quiet after the gunboats took up their positions. The rebels were signaling on Fort Morgan at 9 p. m., and were answered from Fort Gaines.

September 18.—Off Mobile. A rebel steamer came down to Fort Morgan this morning and both forts raised their flags for the first time since we have been here. Two more rebel steamers came down to the forts this afternoon, displaying the rebel bunting from each masthead, as if they were celebrating some glorious event.

September 21, Sunday.—Off Mobile. At 3 p. m. a strange-looking gunboat came in near us; we fired a shot across her bows for her to heave to. She came close and we hailed her and found it to be the

U. S. S. *Winona*, that left here a few days ago and had been painted lead color in Pensacola. We gave her position for the night.

September 22.—Off Mobile. The ship rolled terribly all night. The wind has increased to a gale, and there is a tremendous heavy sea running this morning.

September 23.—Off Mobile. It poured down rain all night long; the gale increased and the sea rose to a tremendous height. The ship rolled very heavily. The weather has cleared up this afternoon and the sea is going down very fast. At sundown we could see a steamer inside of the fort with steam up. We made signal to the gunboats to keep a bright lookout. At dark we cast loose the battery for action. The sea had been so rough for the last couple of days that we had to keep the battery secured. The *Oneida* and *Cayuga* left for Pensacola to-day to coal ship.

September 24.—Off Mobile. At 8:30 p. m. we made out the *Tennessee's* numbers. She came from New Orleans and brought a mail for the squadron.

September 25.—Off Mobile. At 8 a. m. we made signal for the gunboats to come near and receive their mail, and gave them strict orders to keep a bright lookout for the steamer lying behind Fort Morgan, with steam up.

September 26.—Off Mobile. At 9 p. m. the gale is increasing and the sea is running very high.

September 27.—Off Mobile. 4 a. m., the storm is raging. The ship is rolling so heavily that the *Petrel*, the starboard waist boat, dipped into the water and was carried away from the davits. At 8 a. m. the storm has abated very much. The gunboat *Winona* made signal that she had sprung a leak. She got underway and started for Pensacola. The gunboat *Kennebec* can not be seen this morning; we think that she has put to sea after a sail.

September 29.—Off Mobile. The rebels were exercising their mortars this evening; they fired some 6 or 8 times. At 6 p. m. the gunboat *Oneida* arrived here from Pensacola. She reported that the gunboat *Kennebec* arrived in Pensacola on Sunday, the 28th. She had her smoke funnel and main topmast carried away by the storm.

September 30.—Off Mobile. A curious looking steamer came down the bay this morning and lay out from the fort; we supposed it was one of the vessels that the rebels had made into a ram. She seemed to have come there purposely to show herself. At 5 p. m. we got out the launch and armed it with a 12-pounder howitzer for a boat expedition, which was intended to cut out a steamer lying in Grant's Pass, loading with cotton. At 5 p. m. the *Oneida* was sent to Ship Island on business; her launch and the crew were left with us to go on the expedition. At sundown it was reported by the lookout that the rebel steamer had moved up under the guns of Fort Gaines, so the expedition had to be given up.

October 1.—Off Mobile. At 9 a. m. the U. S. S. *Jackson* arrived here from Ship Island. She brought four deserters from Ship Island; they belonged to the rebel army and were stationed in Fort Morgan; they made their escape about a week ago. The rebel commander was trying to ship a crew for the steamer that ran in here some time ago, and these men agreed to ship in her, and as soon as they got out of the fort they planned their escape. They say that the name of the steamer was the *Oreto*, and that she brought the yellow fever in with her. She

had one man killed while passing the *Oneida*, while running the blockade. The *Jackson* left here at 3 p. m. for Pensacola.

October 2.—Off Mobile. The gunboat *Cayuga* arrived here this afternoon from Pensacola. Two rebel steamers came down to Fort Morgan to-day.

October 3.—Off Mobile. A steamer was reported to southward. The gunboat *Cayuga* was sent in chase. At 5 p. m. the *Cayuga* returned in company with U. S. gunboat *Albatross*. She has the yellow fever on board and was on her way to Pensacola to report to the admiral to be sent north immediately. She proceeded on her way.

October 4.—Off Mobile. A rebel steamer came down to Fort Morgan this afternoon. We could see the smoke of half a dozen steamers in the bay this evening, but they did not come down to the forts.

October 5, Sunday.—Off Mobile. The gunboat *Kennebec* arrived here from Pensacola at 3 p. m. She got all her damages repaired that she received in the late storm.

October 6.—Off Mobile. There was a number of guns fired from Fort Morgan this evening, which we took to be minute guns, on account of the long interval between them, which was about one minute.

October 7.—Off Mobile. The *Brooklyn* came to anchor on our port bow. The captains of the *Brooklyn* and *Oneida* came on board of us, where they held a consultation together. At 6:15 p. m. we stood along the coast for Pensacola.

October 8.—Pensacola Bay. At 6:30 a. m. we came to anchor near the admiral's ship, *Hartford*. There are a great many vessels lying in here; most of them are storeships and trading vessels; among them are the *Hartford*, *Susquehanna*, *Potomac* (hospital ship), the *Tennessee*, and two gunboats. The gunboat *Albatross* lies outside of the forts; she has the yellow fever on board. The sailing sloops *Preble* and *Vincennes* lie in front of the town of Pensacola. About 8:30 p. m. a number of rockets was sent up outside of the forts, and some twelve or fourteen guns fired at short intervals. We did not know what to make of it, except that it was some vessel in distress. The admiral sent up a rocket in answer to the vessel; we then sent a boat from our ship to find out what was the matter outside. The boat returned at 12 midnight and reported that it was the steamer *G. B. McClellan*, which was aground on a shoal; she belongs to the Quartermaster's Department of the Army.

October 9.—Pensacola. Between 1 and 2 o'clock last night the U. S. S. *Tennessee* was sent out to the assistance of the *McClellan*. At half past 4 a. m. the *Tennessee* returned in company with the *McClellan*, having been successful in getting her off. General Butler and staff came here from New Orleans in [the] *McClellan*. They visited the admiral and [a] salute of thirteen guns was fired from the *Hartford* in honor of General Butler.

October 10.—Pensacola. The sloop of war *Preble* sailed down from the city to the navy yard this afternoon. At 3 p. m. the U. S. S. *Montgomery* arrived here. She chased a vessel, when they ran her ashore and set fire to it. The *Montgomery* captured the captain and crew. The vessel had a miscellaneous cargo on board.

October 11.—Pensacola Bay. At 8 a. m. the U. S. S. *Rhode Island* arrived.

October 13.—Pensacola Bay. The gunboat *Kanawha* came in here at 10 a. m. from Mobile. She brought with her three rebel officers

that made their escape from Fort Morgan. The admiral and 7 captains came on board of us this evening. The admiral was received with all the honors becoming his rank. The marine guard was turned out to receive him. The *Owasco* arrived here from Galveston. Captain Guest came on board and reported that the gunboats had taken Galveston under the command of Commander Renshaw. The U. S. brig *Bohio* arrived here to-day.

October 14.—Pensacola Bay. At 6 p. m. the gunboat *Owasco* left here.

October 15.—Pensacola Bay. The *Rhode Island* left here this morning. The U. S. gunboat *Montgomery* left here at 10 a. m.

October 16.—Pensacola Bay. At 3 p. m. the U. S. gunboat *Aroostook* arrived here.

October 17.—Pensacola Bay. The steamer *St. Mary's* arrived here early this morning from New Orleans. She brought a number of families from New Orleans to Pensacola City.

October 18.—Pensacola Bay. At 7 a. m. the U. S. S. *Tennessee* came in from New Orleans. The U. S. gunboat *Pocahontas* arrived here at 10 a. m. with a large mail. The mail steamer *St. Mary's* left at 11 a. m. The U. S. mail boat *Honduras* came in from New Orleans. The U. S. S. *Tennessee* arrived here from Ship Island.

October 19, Sunday.—Pensacola Bay. The *Pocahontas* and the *Tennessee* stood out at 5 a. m. The U. S. mail boat *Honduras* left here at 2 p. m.

October 20.—Pensacola Bay. There was a very large fire at the rear of the city this morning.

October 21.—Pensacola Bay. A small steamer called the *Ellis Sykes* came in this morning from New Orleans by way of The Rigolots. She brought dispatches and the mail.

October 22.—Pensacola Bay. At 6 a. m. the *Connecticut* arrived. The gunboat *Pocahontas* came in from sea this morning. She left again this evening, in company with the gunboat *Aroostook*.

October 23.—Pensacola Bay. The *Cayuga* came in from Mobile this morning at 6 o'clock. The gunboat *Oneida* arrived here at 10 a. m. from Mobile.

October 24.—Pensacola Bay. At 7 a. m. the U. S. S. *Kensington* arrived. The U. S. S. *Connecticut* left here at 12 m.

October 26, Sunday.—Pensacola Bay. General Dow, commander of the military forces around Pensacola, visited the flagship. He was saluted with eleven guns.

October 27.—Pensacola Bay. The U. S. gunboat *R. R. Cuyler* left here at 9 a. m. and went to sea.

October 28.—Pensacola Bay. This morning at 7 o'clock the *Rhode Island* arrived here. She has just come from New Orleans. The carpenters have placed a large shot on our figurehead. The figurehead was shot away while passing Fort Jackson. This shot is one that entered the ship, and is of tremendous size.

October 29.—Pensacola Bay. At 8 o'clock this morning the U. S. gunboat *Montgomery* came in here, in company with the rebel steamer *Arizona*. The *Tennessee* left here at 2 p. m.

October 30.—Pensacola Bay. The U. S. gunboat *Montgomery* left here at 1 p. m. At 5 p. m. the *Rhode Island* got underway and stood out to sea.

November 1.—Pensacola Bay. At 8 o'clock this morning the U. S. gunboat *Pembina* arrived here.

November 2, Sunday.—Pensacola Bay. The prize steamer *Caroline* at 9 a. m. steamed out of the harbor.

November 4.—Pensacola Bay. At 4 p. m. the U. S. mail boat *Connecticut* and the steamer *Ella Sykes* arrived here from New Orleans.

November 5.—Pensacola Bay. The *Connecticut* left this morning for New York. The *Hatteras* arrived here at 3 p. m.

November 6.—Pensacola Bay. The weather continued so rough all day that we could not go to sea. At 6 p. m. the U. S. gunboat *Kennebeck* arrived here from Mobile.

November 7.—Pensacola Bay. At 10 a. m. the flagship made signal for us to get underway. The flagship started out ahead of us. We keep company with the flagship all day. At 7 p. m. we arrived off Mobile, where we stopped about an hour while the admiral communicated with the *Brooklyn*. At 8 p. m. we started again, the flagship going ahead and the *Tennessee* bringing up the rear.

November 8.—At 7 a. m. we came in sight of the light-house at South West Pass. There is a large French frigate lying off the Pass. She saluted the admiral with seventeen guns, which was returned by the *Hartford* with eleven guns. At 3:40 p. m. the flagship made signal for us to get underway and proceed over the bar. We got underway and started up the Pass, but, unfortunately, we stuck fast on the bar. At 5 p. m. the *Hartford* steamed up to Pilot Town and came to anchor.

November 9.—South West Pass. The flagship and the *Tennessee* went up to New Orleans last night. At 5 p. m. we arrived at the Head of the Passes. At 7:30 p. m. we arrived at Fort Jackson. We passed the gunboat *Varuna*, which was sunk in the river. There was a steamboat alongside of her and there were men working on her.

November 10.—Mississippi River. At 8:30 a. m. we passed the gunboat *Kineo*, opposite the Chalmette Batteries. At 9:30 a. m. we arrived at New Orleans. The flagship, *Pensacola*, *Mississippi*, *Clifton*, *Cayuga*, and *Tennessee* were also here.

November 13.—New Orleans. At 1 p. m. the *Essex* and *Kineo* went up the river. At 2 p. m. a salute of seventeen guns was fired from the *Hartford* in honor of the French admiral, who had visited the flagship. The salute was answered by a French corvette.

November 14.—New Orleans. General Butler has a prison ship anchored in the middle of the river, where he has all of the guerrilla prisoners confined. They were allowed to come out on the upper deck to-day to get the air.

November 15.—New Orleans. At 5 p. m. the U. S. mail boat *Roanoke* left here for New York. She took a great many passengers. The gunboat *Katahdin* came down the river at half past 5 p. m. and anchored ahead of us.

November 22.—New Orleans. Commodore Morris visited the English sloop of war *Rinaldo* this morning.

November 24.—New Orleans. This morning the mail steamer *Creole* arrived here. The U. S. S. *McClellan* arrived here at 10 a. m.

November 29.—New Orleans. At 12 o'clock the gunboat *Katahdin* came down the river. She had the yellow flag at the fore. At 5 p. m. the U. S. mail boat *Creole* left here for New York.

December 2.—New Orleans. The ironclad gunboat *Essex* came down the river this morning and went alongside of the storeship *Fearnot*. Workmen are engaged iron plating the little stern-wheel steamer called the *Ape*. She is to run on Lake Pontchartrain. The plates are 1½-inch iron, to protect the engine and boilers. There is quite a fleet of little steamers on the lake. The rebels have a steamer called the *Cotton*, which our boats have been trying to capture for some time, but they can not get the rebel to come out from under the battery which protects the entrance to some small creek.

December 4.—New Orleans. The U. S. mail boat *Cahawba* arrived here this evening from New York.

December 5.—New Orleans. The *Essex* went up the river again this morning.

December 6.—New Orleans. The little steamer *Ape* made her trial trip down the river this afternoon.

December 9.—New Orleans. The U. S. gunboat *Itasca* came down the river this afternoon, with the gunboat *Winona* in tow.

December 10.—New Orleans. At 5 p. m. the mail boat *Cahawba* left here for New York. The two members of Congress from Louisiana went as passengers in her.

December 11.—New Orleans. At 11 p. m. the U. S. gunboat *Albatross* arrived here from Mobile.

December 15.—New Orleans. This morning at 8 a. m. the U. S. transport *North Star*, one of the transports belonging to General Banks's expedition, arrived here. During the day the following transports arrived, loaded down with troops: *New Brunswick*, *United States*, *Northern Light*, *S. R. Spaulding*, and *Illinois*. The levees were crowded with people watching the arrival of the great expedition. At 3 p. m. the cornet was hoisted at the fore. General Banks has taken up his quarters for the present in the St. Charles Hotel.

December 16.—Mississippi River. At 4 a. m. all hands were called. We were soon underway, standing up the river. The gunboat *Albatross* followed in our wake. We passed a great many of our camps over 40 miles from New Orleans. Some of the pickets are stationed nearly to Donaldsonville. We passed the steamer *Sallie Robinson* about 4 p. m. Most of the sugar mills that we passed to-day were grinding sugar. At 4:30 p. m. we arrived at Donaldsonville, where there is a very large encampment of our troops. The U. S. gunboat *Winona* is here at anchor. She is perfectly riddled with shot. She was fired into by two batteries of artillery and had twenty-seven shots put into her. She had only one officer killed in the action. The *Essex*, coming to her aid, soon made the rebels skedaddle. We stopped at Donaldsonville only long enough to communicate with the *Winona*, and then proceeded on up the river before dark. We loaded the guns with grape, canister, and shrapnel. At 6 p. m. we came up with three of our gunboats at Bayou Goula.

December 17.—Baton Rouge. At 2 a. m. the transports came in sight. At 2:30 we got underway and took the lead of the fleet. At 4 a. m. we beat to quarters, as we were nearing Baton Rouge. We waited for the transports to come up with us, when Brigadier-General Auger and staff came on board of us. We then started up the river again and arrived at Baton Rouge at 7 a. m. The *Essex* is at anchor here. There are some rebel troops at the back of the city. We got out all of our boats to land the troops. The troops began to disembark

under the cover of our guns. We threw about twenty shell back of the city. The first regiment that landed was stationed as pickets up along the bank of the river. At 9:30 a. m. the stars and stripes were raised on the statehouse. General Auger and staff took up their quarters in the capitol. At 10:15 a. m. dropped anchor in front of the city. The rebels that were in the city took good care of themselves and very quickly skedaddled. There are about 10,000 troops in the advance guard under General Auger. General Banks and the admiral have not arrived yet; they are expected up to-day. At 12 o'clock all the troops were landed, by the assistance of the boats of the fleet. At 5 p. m. we sent 22 men ashore from our ship, to work two field batteries and put them in position, under the command of Lieutenant Terry. Two officers attached to the Signal Corps of the Army came on board of our ship, so that we can communicate with the forces on shore in case the enemy should make an attack.

December 18.—Baton Rouge. The steamer *Iberville* arrived here this morning from New Orleans with Nims' Massachusetts battery on board. The other troops of the expedition are not ready to come up yet. Our men worked all night to get the batteries in position. Everything was quiet during the night. The rebel troops left the neighborhood altogether.

December 20.—Off Baton Rouge. The men from our ship are still on shore in charge of the artillery. There was considerable of sharp firing kept up during last night between our pickets and the rebel pickets.

December 21, Sunday.—Off Baton Rouge. At 3 o'clock this morning there was considerable excitement on board on hearing the long roll beat on shore and the sharp notes of the bugle as they called the troops to arms. We could plainly hear the heavy tramp of the troops as they were moved about and put into line of battle and the loud rumbling of the artillery as they took up their positions.

December 22.—Baton Rouge. At 11 a. m. the steamer *Empire Parish* went down the river and stopped at a plantation some 15 miles below here to get some hogsheads of sugar which they had purchased. At 2 p. m. she came up the river again and reported that they had been attacked by a band of guerrillas and had the chief engineer and 2 firemen killed. The rebels then shot the planter and rolled the sugar into the river. We dispatched the gunboat *Itasca* down the river immediately, and heavy firing was heard down the river a few hours after.

December 23.—Baton Rouge. Another large transport arrived during the night loaded with troops. One of our pickets was killed and 2 severely wounded last night by the guerrillas.

December 24.—Baton Rouge. At 11:20 a. m. the *Essex* went up to reconnoiter the enemy's works at Port Hudson. At 8 p. m. the *Essex* returned from her expedition up the river.

December 27.—Baton Rouge. The river is still rising very rapidly. Great quantities of driftwood are coming down. It has continued raining all day to-day.

December 28.—Baton Rouge. At 4 p. m. smoke was seen issuing from the windows of the statehouse. It was set on fire by some rebel prisoners who were confined there.

December 29.—Baton Rouge. This morning at 4:15 the fire broke out again in the statehouse and in a few minutes the whole building

was on fire. By 8 o'clock there was nothing left of the once beautiful capitol but the blackened walls. At 6 a. m. the *Essex* went up the river to watch the movements of the enemy. At 1:30 the *Essex* returned from up the river and reported everything quiet. Heavy firing was heard down the river this afternoon. The gunboat *Kineo* was sent down to ascertain the cause of the firing. At 6 p. m. the gunboat *Itasca* came up and reported that the *Katahdin* had fired at some guerrillas who were riding along in the woods above Donaldsonville.

January 1, 1863.—Baton Rouge. The weather is extremely cold to-day. The *Essex* got underway this evening and took her position on the left bank of the river opposite to us. The rebels make a practice of coming down on that side during the night to watch our movements. The *Essex* has pickets out on the levee. The sailors have to take the part of a soldier and stand picket duty.

January 3.—Baton Rouge. At 2 o'clock this morning heavy firing was heard down the river, which was kept up for some time.

January 5.—Baton Rouge. The *Essex* went up the river this morning to watch the rebels at Port Hudson.

Sunday, January 11.—Baton Rouge. The *Essex* was sent up the river this morning. At 11 a. m. we heard from some contrabands that the rebels were crossing the river at Port Hudson. The river continues to rise very rapidly. It is covered with driftwood. We received information this evening from deserters that it was the rebels' intention to make an attack on our troops and our ship at the same time. Every preparation was made to receive them when they came. The *Essex* returned from her trip up the river at 8 p. m. She could not see anything unusual at Port Hudson.

January 13.—Baton Rouge. A transport came up from New Orleans this morning and brought up troops and a mail. The *Essex* has taken her old position on the left bank of the river. At 3 o'clock the long roll was beaten on shore and the troops formed into line of battle inside of their intrenchment, but as the enemy did not come in sight they were soon dismissed again. The gunboat *Kineo* came up this evening.

January 14.—Baton Rouge. The steamers *Che Kiang* and *New Brunswick* came up to-day from New Orleans with troops and army stores. The *Sallie Robinson* came up the river this afternoon with a regiment. The transport *Che Kiang* went down at 3 p. m. The night set in very dark and stormy. We could not see half a ship's length from the ship. The rebels were showing lights and signaling nearly all night on the left bank of the river. We had to send a boat up the river on picket duty. About 12 o'clock it blew so hard that we were drifting; we had to veer to 15 fathoms more cable. The wind is from the N. W.

January 15.—Baton Rouge. At 4 a. m. the picket boat returned to the ship and another started out, but they had to return. The river rose very much during the night. Two river steamers came up this afternoon with troops and army stores. The gunboat *Albatross* arrived here at 4 p. m. At dark we sent the *Albatross* up the river about a mile on picket, to watch the rebels and give us warning in case of an attack.

January 16.—Baton Rouge. The *Albatross* returned at daylight this morning. The rebels did not show any lights last night. A

party of firemen are engaged ashore cutting up old boilers to put around the tops as a protection against musketry. The rebels can be seen signaling up the river at the end of the reach. The *Albatross* and one of the river steamers went down the river this afternoon. The steamer *Iberville* came up the river this evening and brought us a mail, and also brought the news that General Weitzel's brigade was engaged with a large body of guerrillas about Donaldsonville.

January 18.—Baton Rouge. There was considerable picket firing done last night. The gunboat *Kineo* came up last night and returned to her station down the river. The *Essex* went up the river this morning to watch the movements of the enemy. The gunboat *Clifton* came up the river this evening, with a coal bark in tow. The *Essex* returned down the river about 7 p. m. They reported that the rebels have torpedoes placed in the river at long intervals between them. The *Essex* destroyed a number of them, and brought two down with her. The *Albatross* and *Kineo* came up about 8 p. m.

January 19.—Baton Rouge. The *Essex* blew up the torpedoes to-day. They made a tremendous explosion in the water, which shook our ship from stem to stern. We got 7,000 or 8,000 yards of wire from the *Essex*, which was attached to the torpedoes. We are putting it up around the hammock nettings for trip lines. The *Albatross* and a couple of steamers went down the river to-day. The *Clifton* went down the river this evening. Two deserters came down the river in a boat about 5 p. m. and were picked up by one of the *Essex's* boats.

January 21.—Baton Rouge. Two transports and a coal brig came this morning from New Orleans. The steamer *Che Kiang* came up the river at 9 a. m. and brought General Banks and staff in her. At 3 p. m. General Banks and staff visited our ship. The marine guard was turned out to receive them. After viewing our warlike preparations, they went on board the *Essex*. The steamer *Sallie Robinson* went down the river at 6 p. m.

January 22.—Baton Rouge. At 2 a. m. the lookout reported a high-pressure steamer on the opposite side of the river. The rattles were sprung immediately and everything prepared for action. Some large logs had got athwart of the *Essex's* bows, and she had to slip her cable to get clear of them, and she drifted down opposite to us and then steamed up. The carpenters are engaged to-day cutting loop-holes in the boiler iron in the tops for sharpshooters. Another transport came up this afternoon from New Orleans; she brought dispatches from the admiral for us. The transport *Che Kiang* went down the river at 4 p. m.

January 23.—Baton Rouge. Two river steamers came up last night. The steamer *Frank Mumford* is taking in cotton. The One hundred and forty-first New York Regiment struck their tents this morning and are under marching orders. At 1 p. m. we steamed in close to the bank of the river, where we can have a full view of the surrounding country, and in case of an attack from the rebels their steamers can not get between us and the bank.

January 24.—Baton Rouge. All of the transports and steamers went down the river last night. At 8 a. m. the steamer *Laurel Hill* came. She brought one of the negro regiments, 1,400 strong, with her. The river rose very much during the [night]. We have a great deal of trouble keeping our bows clear of the driftwood, which comes

down in such quantities that it collects around the bows. Major-General Auger, Brigadier-General Dudley, and their staff officers, came on board of us this evening.

January 25.—Baton Rouge. The river rose very much during the night. Great quantities of driftwood are coming down to-day.

January 26.—Baton Rouge. There was some very rapid firing along our lines this morning. We could see the rebel cavalry from our tops very plainly. We are engaged this morning painting the iron around the tops a light lead color.

January 27.—Baton Rouge. Guerrillas set fire to the sugar mill and all of the buildings about it last night because the planter sold the sugar and molasses to the Yankees. There are immense quantities of logs here that are being carried away by the high water, which is now nearly up to the top of the levee.

January 28.—Baton Rouge. The steamer *Iberville* came up from New Orleans. The transport *New Brunswick* went down the river this afternoon. The steamer *Morning Light* came up from New Orleans at 4 p. m.

January 31.—Baton Rouge. Yesterday afternoon a number of houses burned down in West Baton Rouge; it is supposed they were set on fire by the guerrillas. This morning at daylight the *Essex* went up the river. A steamer was seen some few miles up the river last evening. The *Essex* returned at 4 p. m. She was fired at by the guerrillas 15 miles above here. She returned the fire with grape and canister, and the rebels soon fled. A number of them were seen to fall. She could not find any more torpedoes.

February 1.—Baton Rouge. At 8:30 p. m. a flatboat about 80 feet long, drifted down the river and got athwart of our bow and turned up edgewise. We put on all the steam we could carry and the ship cut the flatboat in two with a terrible crash. We drifted down about 2 miles, when the anchor took hold again.

February 2.—Baton Rouge. At 10 a. m. we got up anchor and steamed opposite the statehouse, where we came to anchor. Our position is more advantageous.

February 3.—Baton Rouge. The weather has cleared up very cold. We scrubbed hammocks this morning. The carpenters are engaged in preparing to build the topgallant forecastle out to the foremast, about 12 feet. The transport *Eastern Queen* and the steamer *Laurel Hill* came up this evening from New Orleans with troops. The steamer *Iberville* arrived this evening.

February 4.—Baton Rouge. Two more transports, the *New Brunswick* and the *Che Kiang*, arrived here with troops from [New] Orleans. The gunboat *Kineo* and steamer *Morning Light* came with them. All the troops of Banks's expedition are being transported here as fast as possible.

February 6.—Baton Rouge. The U. S. S. *Clifton* arrived here at 9 a. m. from Donaldsonville. A number of steamers came up to-day, some having troops on board.

February 7.—Baton Rouge. The *Essex* made a trip up the river to-day. Everything was quiet about Port Hudson. They could not find any more torpedoes in the river. On their way down, about 6 miles from here, they were fired at by a party of guerrillas with musketry, which they returned with grape and canister.

February 8.—Baton Rouge. Our sick list is getting pretty large again.

February 9.—Baton Rouge. At 4 p. m. a small tug came up the river with one of the bombers in tow. Two transports came up with troops on board; they were one of the Louisiana regiments enlisted in New Orleans.

February 11.—Baton Rouge. At 1 p. m. a steamer came up from New Orleans with provisions for the army.

February 15.—Baton Rouge. The *Essex* made another trip up the river this morning.

February 16.—Baton Rouge. At 9 a. m. we had general quarters exercise. We received information about 10 o'clock this morning from deserters that the rebels had placed torpedoes in the river only a few miles above where the *Essex* is stationed, on the west bank of the river. We made signal to the *Essex* to go and destroy the torpedoes. She got underway and steamed up about 3 miles, when she found 4 torpedoes and destroyed them and returned to her station again.

February 17.—Baton Rouge. The transport *Eastern Queen* arrived here this morning with troops from New Orleans.

February 18.—Baton Rouge. Two transports, the *New Brunswick* and *Laurel Hill*, came up this morning loaded with troops. One of the soldiers was drowned while getting off the *Laurel Hill*. A steamer came up with two mortar boats and a coal brig in tow at 3 p. m. General Dudley went up the river in the *Laurel Hill* at 10 o'clock this morning; he took some troops and a fieldpiece. There is a great quantity of corn belonging to the rebels, which he captured. At dark we sent the *Essex* up the river after the *Laurel Hill*. We thought something had happened to her, as she did not return at dark. About 8 p. m. the *Essex* and the *Laurel Hill* returned. The rebels had placed a battery of fieldpieces below the *Laurel Hill* and she could not get past until the *Essex* relieved her by cleaning out the rebels from their position.

February 19.—Baton Rouge. At 12 o'clock the sloop of war *Mississippi* arrived here with a mortar schooner in tow; she brought us orders to get ready to proceed to New Orleans.

February 20.—Mississippi River. At 5 a. m. we stood down the river. We passed the gunboat *Albatross* lying at a small place called Plaquemine. We ran from Baton Rouge to Plaquemine, distance of 26 miles, in an hour and a half. We passed Donaldsonville about 10 o'clock; there are two gunboats lying here. We passed the tugboat *Nassau* and the *Frank Mumford*, going up, at College Point. We took the howitzers out of the tops and sent down the boiler iron which sheathed the tops and stowed it away for further use. We arrived at New Orleans at 4 p. m. The current is very strong here. The *Empire Parish* went up to Baton Rouge with rebel prisoners to be exchanged. The rebel portion of the citizens had a great jubilee in the city to-day.

February 21.—New Orleans. The new gunboat *Monongahela* is lying here. The flagship *Hartford*, *Pensacola*, and several gunboats are also here.

February 22.—New Orleans. We fired a salute of seventeen guns; the *Hartford* and *Brooklyn* did the same. The British sloop of war

Styr also fired a salute of seventeen guns, in honor of the anniversary of the birth of Washington.

February 24.—New Orleans. At 11 a. m. the steamer *Tennessee* arrived here. The steamship *Roanoke* arrived here at 9 p. m. with a large mail for the squadron.

February 25.—New Orleans. Two regiments and one light battery went up to Baton Rouge to-day. Steamer loads of provisions and stores are going up every hour in the day to Baton Rouge. Great preparations are being made for the great battle at Port Hudson, to come off soon.

February 26.—New Orleans. At 8 o'clock this morning two mortar schooners passed up the river in tow of the *Landis*; two large steamer loads of troops also went up to Baton Rouge. Steamers are continually going up the river, loaded with troops and army stores.

February 28.—New Orleans. The steamer *General Banks*, of the Quartermaster's Department, went up the river this evening loaded with mules and army wagons; two other steamers also went up loaded with troops.

March 1.—New Orleans. Two steamers went up this afternoon loaded with provisions and army stores.

March 3.—New Orleans. We are engaged to-day placing the iron sheathing around the tops. Two large steamers, the *General Banks* and *Eastern Queen*, went up the river to Baton Rouge.

March 4.—New Orleans. At 11 a. m. the new side-wheel gunboat *Genesee* arrived.

March 5.—New Orleans. At 9 a. m. the *Essex* arrived from Baton Rouge for repairs. The transports *Che Kiang*, *Eastern Queen*, *New Brunswick*, and *General Banks* went up the river to Baton Rouge this evening, all loaded with troops.

March 7.—New Orleans. This morning at 8 o'clock the U. S. transport *Mississippi* arrived here from New York; she is loaded with horses and light batteries for the army. Nearly all of the steamers and transports are at Baton Rouge.

March 8.—New Orleans. The *Essex* went up the river this morning in tow of the tugboat *Reliance*. The U. S. S. *Tennessee* arrived here to-day.

March 9.—New Orleans. Ten or twelve steamers and transports came down from Baton Rouge last night to take up more troops and provisions. The U. S. mail boat *George Washington* arrived this morning. At 10 a. m. we stood up the river; the flagship and the *Monongahela* followed us.

March 10.—Mississippi River. At 3 a. m. we got up our anchor and stood up the river. At 6:20 we came to anchor. We sent two armed boats ashore on a foraging expedition.

March 11.—Mississippi River. At 4 a. m. we stood up the river again. We passed Plaquemine at 8 a. m. At 1:10 p. m. we arrived at Baton Rouge. The fleet is all here. The flagship *Hartford*, *Genesee*, *Mississippi*, *Monongahela*, *Essex*, 2 gunboats, 6 mortar schooners, and 12 or 14 transports and river steamers are here. The bank of the river is crowded with soldiers looking at us coming up. We came to anchor opposite the United States barracks, where Nims' battery is quartered. At 2 p. m. the gunboat *Albatross* came down the river; she had been up near Port Hudson to watch the movements of the

enemy and to prevent the rebels from putting down torpedoes. As soon as she came to anchor another gunboat went on the same errand. We are engaged this afternoon sending down the running rigging and putting up splinter nettings on the starboard side, and preparing everything in general for an engagement. The flagship, *Genesee*, and *Essex* are coaling up. The gunboat *Pinola* came down the river at 6 p. m. She captured a small party of signal men and two officers, with all their signal apparatus, about 10 miles above here.

March 12.—Baton Rouge. This morning early two gunboats and two steamer loads of troops went up the river on a reconnoitering expedition. We are still engaged putting up splinter nettings and barricades around the steam room and engine room bulkheads. We are also making bulwarks of hammocks around the topgallant fore-castle, to protect the rifled guns' crew from sharpshooters. At 12 o'clock the *Genesee* started up the river with two bombers in tow. There was a grand review of the army on shore to-day. The gunboat *Sachem* came up from New Orleans at 3 p. m. and brought a large mail. At 9 p. m. the *Essex* went up the river.

March 13.—Baton Rouge. At 4 a. m. three steamers loaded with troops went up the river. The *Laurel Hill* arrived here this morning; she had 10 siege guns, 30-pounder Parrotts. They were landed above where we are lying. The greater part of the camp are missing this morning; the troops marched last night that were encamped at the back of the city. The whole army is getting ready for marching. Immense bodies of infantry, cavalry, and artillery are moving off on the roads toward Port Hudson. Barricades are being built on the berth deck, to protect the engine and boilers. At 3 p. m. the *Laurel Hill* started up the river with the last four of the bombers in tow. At 4 p. m. the flagship made signal for the fleet to get underway. The flagship went first, then the *Monongahela*, *Richmond*, *Kineo*, and *Mississippi* formed the line. We were soon underway and steaming up the river. The army have all marched except those [that] will be left to garrison the city of Baton Rouge. At 8 p. m. we came to anchor about 15 miles above Baton Rouge. While coming up, we prepared everything for action. We took all the hammocks and made bulwarks around the poop and fore-castle, whitewashed the decks and gun carriages; we also mounted one of the IX-inch guns on the poop—that will bring 14 guns on the starboard broadside. If everything is favorable the attack will be made by daylight.

March 14.—Mississippi River. At 5 a. m. the flagship made signal for the fleet to get underway. The weather is unfavorable this morning for making an attack; it is cloudy and a heavy mist hangs over the river. At 8 a. m. we arrived within sight of Port Hudson. The bombers are taking up their positions. The *Essex* and the other boats are all at anchor a few miles below Port Hudson. We came to anchor astern of the flagship. We can get a good view of Port Hudson and the batteries from where we are lying. The fortifications are all on the starboard hand. The banks are very high and composed of yellowish clay. The country is thickly wooded; we can not see into the country from the river. There are three or four rebel steamers plying about the river; we can see the *Queen of the West's* name on her wheelhouse. At 10 a. m. the admiral made signal for all commanders to repair on board of the flagship to hold a council of war. Our bombers have an excellent position in a bend of the river, where

they are hid by the trees. At 2:15 p. m. the bombers opened fire on the batteries; the practice was not very good at first, but they soon got the range. The weather is very fine to-day. Two signalmen and an officer came on board of us this afternoon. The gunboat *Sachem* steamed up close to the rebel batteries, to draw their fire, but did not succeed; they did [not] seem to want to show the position of their guns.

At dark the line of battle was formed. The admiral's ship was first, with the gunboat *Albatross* lashed to her quarter; then the *Richmond*, with the *Genesee* on our quarter; the *Monongahela*, with the gunboat *Kineo* on her quarter; and then the *Mississippi* brought up the rear. At a few minutes past 9 p. m. the admiral made signal to get under-way. The line of battle was formed as above stated. We started up the river; some delay was caused by the darkness, as the vessels could not [see] one another. As we got ahead of the bombers they and the rebel's lower batteries opened fire at the same time. We opened very carefully at first. At 11:10 p. m. the engagement became general. We opened on the batteries-with grape, canister, shrapnel, shell, and everything that we had. The rebel sharpshooters opened on us, but they were soon silenced. The engagement now became terrible. The rebel's guns raked us as we came up to the point. The lower batteries were all silenced as we passed, but misfortune now befell us; as we were turning the point almost past the upper batteries we received a shot in our boilers, and almost at the same time the *Genesee* got a shot in her machinery and a fire broke out in her, and another shot went through our steam drum. Our steam was all gone; our steam all escaped and put the fires out; we could not steam up against the current with one boiler. Torpedoes were exploding all around us, throwing water as high as the tops. We were, for a few minutes, at the rebel's mercy; their shell were causing great havoc on our decks; the groans of the wounded and the shrieks of the dying were awful. The decks were covered with blood. We got afire in the starboard bulwarks, which was soon put out. We found we could not go up; we turned her head downstream. We still kept up a steady fire as we came down in crippled condition. The admiral and the *Albatross* were the only vessels that succeeded in passing up the river. The *Mississippi* got aground and could not be got off, and the rebel shell were tearing her to pieces. The crew left her in boats, some coming down the river and some going ashore. After they deserted her they set her on fire so she would not fall into the hands of the rebels. The *Monongahela* and the *Kineo* were pretty badly cut up; they got down safe again. We were busy all night picking up the crew of the *Mississippi* and attending to our wounded and dead. We had 3 men killed, 2 of them marines, and 8 marines wounded. A shell burst on top of their gun and killed and wounded all the gun's crew. Our lieutenant-commander had his leg cut off; he was one of the finest officers in the Navy. The *Mississippi* drifted down the river and blew up about 10 miles astern of us. All hands were kept on deck all night. All of our boats were stove in. The ship is terribly cut up. Our wounded number about 20—some of them with arms, legs, and hands off. A great many of the *Mississippi's* crew were taken prisoners after they got ashore; some have made their way to Baton Rouge.

March 15.—Mississippi River. Our decks present a horrible view this morning; they are covered with blood and brains and particles of human bodies and splinters. The wounded and dead are all cared for. We are trying to get our ship ready for action as soon as possible. We have got most of the *Mississippi's* crew on board; they were picked up along the levee by the *Sachem* and brought them on board of us; they were all well cared for. We are engaged to-day trying to patch up the ship again. The carpenters are making coffins for the dead. The gunboat *Kineo* had her rudder shot away. The *Monongahela* suffered terribly in killed and wounded; she is very much cut up about the hull. We are so crowded to-night that there is scarcely room to move about the berth deck, with two crews on board.

Extract from diary of Lieutenant Roe, U. S. Navy.

U. S. S. PENSACOLA,
New Orleans, July 22, 1862.

The call for quarters at night will be sounding the gong by the quartermaster on watch. When this call is made the officers and crew will spring to their stations for battle, with the expectation of fighting the enemy.

The watch below will take three turns of their hammock lashings, and bring hammocks on deck to stow.

All the second captains and first spongers of each gun of the watch on deck will stow the hammocks as they are brought up.

Other men will get gratings and tarpaulins ready to go over the hatches and make the usual preparations.

When the gong sounds, men that want to fight must be quick and ready.

The *Arkansas*, ram, must not pass the *Pensacola*. Your guns are loaded with IX-inch solid shot, which will sink him if you plant your shot accurately, as I believe you will. Only keep cool and obey my orders, as you have done before.

Respectfully, etc.,

F. A. ROE,
Executive Officer.

July 30.—New Orleans. The fleet has returned from Vicksburg. The forts were passed by our ships and a junction effected with the squadrons above. The batteries could be silenced while our ships were in action, but they were immediately remanned. Without a land force to possess and hold the place it could not be taken by naval forces. Hence the place is abandoned, and the fleet has returned, prostrated by illness.

Many changes having occurred by reason of officers going home from being sick, a thorough reorganization of the fleet will be made.

The river is again closed above, and the enemy are fortifying every spot capable of it upon the banks. We still hold Baton Rouge, and our vessels go no farther up.

August 7.—U. S. S. *Katahdin*, Baton Rouge, La. On the 30th ultimo I was detached from the *Pensacola* and directed to relieve Lieutenant Commanding G. H. Preble in command of this vessel. I left New Orleans on the 3d instant, taking passage in a river boat, and arrived on board at this place on the 4th, and formally took command of the vessel. I found great excitement among the troops on shore and all officers here. The enemy had appeared in the rear of the town 6,000 strong.

On the morning of the 5th the attack commenced. The enemy was finally repulsed, after severe fighting. The rebel infantry

charged on our artillery and took two pieces, which were retaken from them without their wheels. The enemy lost about 400; our loss was between 200 and 300.

General Williams was shot from his horse, and our loss of officers was immense.

After the enemy were repulsed, our lines were contracted, and in the afternoon the *Kineo* and *Katahdin* opened fire on the enemy, throwing XI-inch shell, 20-second fuzes, clean over the town, right into the camp of the enemy. We forced them to a further retreat. The *Essex* and *Sumter* shelled to the northward of our lines, and prevented the enemy from erecting a battery he had commenced. During this time the ram *Arkansas* made his appearance down as far as the point of the next bend above and anchored there. The gunboat *Cayuga* arrived, and also the *Tennessee*, which was sent back to New Orleans at once.

About 8 o'clock yesterday morning the *Essex*, ironclad steamer and ram, under command of Commander William D. Porter, got underway to encounter the *Arkansas*. The small ram *Sumter* was disabled and could do nothing. The *Cayuga* accompanied the *Essex*. *Kineo* and *Katahdin* remained to guard the right flank of the army in case of attack. The *Essex*, on getting in sight of the ram, found him of such formidable appearances that she signaled to us all to come up and close in. As we got up to the scene of action there were appearances that the town was again attacked, when the *Kineo* and this vessel were ordered back to our stations. The *Essex* opened fire on the enemy with solid shot, then with incendiary shells. The enemy backed into a bend in the river and did not come out. About twenty shot were fired on both sides, when the *Arkansas* was discovered to be on fire, then deserted, and left by her people.

At 1 o'clock p. m. she blew up with a terrific explosion.

It is my opinion she was badly fought, and, perhaps, our appearance in force decided her commander to abandon her and fire her himself. But, thank God, this terror of the river is no more.

August 13.—Baton Rouge. It has been ascertained that the engines of the ram *Arkansas* became disabled just above this place, and not being able to maneuver the vessel the officers in charge set the vessel on fire and destroyed her. This is as we suspected.

Alarms are continually given, night and day, of the approach of the enemy. This keeps us anxious. My vessel is almost helpless. I have 35 of my people sick, mostly with fever. I have not men sufficient to work all my guns, even with very reduced crews. Much of the defense of this place depends upon the gunboats. The officers of the Army do not hesitate to say that without the two now here (the *Kineo* and *Katahdin*), they could not hold the post one day. The southern part of the town is abandoned, and our troops are drawn into a small space about the barracks. We have the position, which they have slightly fortified, marked out by flags to be seen by day, and lights at night, so that we can sweep close to their lines of intrenchments, above and below, and clean over and beyond them. The position is admirably chosen, and forms a triangle, of which the base is on the river and the vertex just beyond the headquarters, at the barracks.

Heavy forces are reported in front of us, about 10 miles distant.

I find the *Katahdin* in miserable order and in worse discipline. It seems to me that a ship of war could not be more inefficient than is the *Katahdin* to-day. The large number of her sick, however, is some apology. I have a disheartening duty to perform, in reorganizing and bringing up the condition of things to a fighting standard.

The flagship, accompanied by the greater portion of the fleet, came up, on the intelligence of the arrival of the *Arkansas*. But they came too late, if she had not broken down as she did.

The flag-officer has gone to Mobile.

August 15.—Baton Rouge. The attack expected this morning did not take place. The *Mississippi* arrived to-day from New Orleans, and anchored up on the left wing, astern of the *Essex*. The *Itasca*, gunboat, came down to the right wing and anchored astern of us. We have three gunboats now on the right flank and the *Mississippi* and *Essex* on the left.

I saw the camp of the enemy to-day, about 4 miles distant. Yesterday General John C. Breckinridge sent in a flag of truce to Colonel Paine, who commands here, bearing a letter over his (B.'s) signature, stating that our troops had made war in an uncivilized manner, and that consequently he intended "to raise the black flag, and neither give nor receive quarter." This from the man who recently ran as candidate for the Presidency of the United States. In the recent battle of the 5th the rebels carried in some of their regiments a United States flag. In consequence of this our troops were decoyed, and one of the officers of our army rode up to the flag and received three shots in his legs. He is now living at headquarters, recovering from his wounds. It is positively asserted that black flags were seen in the rebel regiments upon the same occasion. Breckinridge does not consider this an uncivilized manner of making war! He left his dead on the field, and we buried them!

Last night the total number of our troops here was summed up at 3,740 men! This is a large estimate. The enemy number 15,000.

The attack is hourly expected. We have information of a ram and several heavy gunboats coming down the river to attack us. We have naval force sufficient; but my vessel is crippled—35 men sick.

August 24.—New Orleans. General B. F. Butler, commanding the United States forces in this department, found this place threatened by the enemy and was forced to evacuate Baton Rouge. We had fully demonstrated that we could hold that post against any force, but the reinforcements were required here, and Baton Rouge was evacuated on the 21st August. On the morning of that day the enemy made a reconnoissance, drove in our pickets, and killed some men. The gunboats opened a rapid and heavy fire; the enemy retired, and our troops were enabled to embark without molestation or hindrance on board the transports. The *Katahdin* took the position assigned her and brought up the rear, astern of the *Kineo*. We ran all night, having left Baton Rouge at 2:30 p. m. on the 21st and arrived here about 8 a. m. of the 22d. Hauled ship into dock and commenced repairs, calking, etc.

September 6.—Completed my repairs upon the *Katahdin* in hull, calking, and machinery. On the 4th coaled ship; got two more guns (24-pounder howitzers) attached to my battery; filled up with ammunition and hauled out into the stream.

On the same day failed to get underway on account of machinery being still damaged. On the 5th, yesterday, at 1:30 p. m., got underway and stood up the river. When just above Carrollton discovered a steamer coming down full of troops. Fired a rifle shot over her, when she brought to, head upstream. Ran up and spoke her and sent her on her way.

About 5 met two other river steamers, in convoy of the *Itasca* and *Kineo*. Spoke the two latter, when they bore round. I boarded them and passed my orders, when we all then stood up river to the 22-mile point and anchored for the night. About 7 o'clock the *Sciota* came up, having been suddenly dispatched by the commodore (Morris) to render aid to a detachment, supposed to be in the vicinity of Red Church or where we were. We could gain no tidings of any of our troops. Waited until 11 a. m., and we concluded to get underway and proceed on up to Baton Rouge. The *Itasca*, being short of coal, went on down to New Orleans. The *Kineo*, *Sciota*, and *Katahdin* passed on up.

We are now in St. Charles Parish and scouring the coast along as we go; nothing is to be seen. Nothing indicating rebels or enemies is found.

Engines and machinery only working tolerable. We go slow, lag behind the other boats. One of my men died yesterday evening after only about two hours' sickness. The surgeon declares it to be fever; I doubt it. I read the funeral service over him at about 10:30 and we committed his body to the river. We had no lumber to make him a coffin, and it was dangerous for my men to go ashore and dig a grave and bury the poor fellow on land. I was compelled to bury him thus.

September 9.—Left Baton Rouge yesterday at 3 p. m., on my way down. Sunday morning at 8 o'clock passing up we arrived off the lower end of Donaldsonville, when the quartermaster reported to me that he saw a rebel flag on a house on shore. I examined it carefully for some time and decided it to be one. I ordered the howitzers to open fire upon the house, and fired a few shell over and one through the roof. I then saw a person waving a white flag very violently on the levee, when I gave the order to cease firing, lowered a boat, and sent on shore to have the flag hauled down and brought on board.

This flag was partially wound around a short flagstaff, which was stuck into the chimney of the house. Upon taking it down it proved to be a French flag, which was so peculiarly arranged as to represent the colors of the rebels so accurately as to deceive my signal quartermaster, other officers, myself, and Captain Ransom, of the *Kineo*, who dropped down toward me to ascertain the cause of my firing. The proprietor of the flag and house, accompanied by two other gentlemen, came on board to claim protection under the French flag, and represented that he was authorized to hoist it by letters addressed to him by the French consul at New Orleans. This person was very angry and not very respectful, though his two friends who accompanied him were extremely so.

I told him that had I known the flag was a French one I should not have fired upon it; that it was so arranged as to represent a rebel flag, and that it was not unfurled and flying in a manner to show its nationality. Besides, it had no right in the chimney of a house, as I

supposed from that circumstance that the house was deserted and the rebel flag placed there by guerrillas as a token of defiance.

Furthermore, I told him that I was not certain that he had a right to fly a French flag, and I doubted if the French consul had power to authorize it, and that if he wished the protection of the French flag he must seek it under the flag of the consulate at a seaport town and not in any place where he might choose to hoist it.

At the same time I assured him that my firing into it was a mistake, and had I been able to make it out a French flag I certainly should not have fired into it.

I then gave him back his flag and sent the party ashore in my boat, the creole (or Frenchman) expressing menaces and angry threats as the boat shoved off.

It was an unfortunate affair, as I am told his family were living in the house and his wife was carried out in his arms fainting. Yet I have no cause to reproach myself, as I feel it my duty to fire upon the enemy or the enemy's flag wherever I find them.

We passed up the river and anchored below Plaquemine for the night. Got underway at 3:30 a. m. and stood up and got off Baton Rouge at about 5:30 p. m. All quiet at Baton Rouge. The rebel uniform could be seen occasionally in the streets, and a rebel officer came down and looked at us as we lay at anchor with cool deliberation. We exchanged shots with glasses. Baton Rouge is like a city of the dead. Many houses are still deserted, doors half open, and windows broken in.

We lay quietly at anchor all Sunday evening and night and Monday until 3 p. m., when we got underway and again stood down the river. The *Sciota* steamed ahead fast, and proceeds to New Orleans. The *Kineo* and *Katahdin* run on under a slow bell. We passed Plaquemine this morning and Donaldsonville, where I saw again the house upon which I had fired. The proprietor stood on his gallery and looked as I passed by. We shall stop to-night at Bonnet Carré Point, a region infested with rebels.

September 23.—Donaldsonville. Occupied since my last date in scouring the river. Hauled down all the French flags except one over the convent of St. Michael's, at College Point. I gave the nuns and sisters permission to wear it if they wished, or any flag they chose; but subsequently I observed they had hauled it down. Of late the levee has been cut in several places, forming embrasures for guns, with platforms in their rear, but as yet we can find no guns. Last week we received intelligence that we were to be attacked just above this place. We (the *Sciota* and *Katahdin*) at once steamed to the place. Found embrasures recently cut and everything fitted for a battery of three guns. We had received word also that they were "all ready for the gunboats." We stopped our vessels off the place, landed in front of several dwellings occupied by poor people. This kind of operations have been done all along the river, and the enemy is in the habit of planting his batteries in front of the houses of the poorer classes! This is Southern chivalry! On Saturday, the 19th, received intelligence that Manchac Bend was also being fortified. Joined by the *Itasca*, gunboat, on Saturday evening, we anchored 5 miles below. Sunday morning at sunrise started up the bend, in line of battle, at quarters, but unfortunately with the blazing sun glaring in our faces

right over the point of the supposed batteries; yet, more fortunately, we found no guns and no enemy's batteries to dispute this pass, one of the most formidable on the river. A battery properly planted could rake any gunboat or vessel 5 miles coming and going, on either side. With three good guns the gunboats could not pass if brave men manned and defended them.

We found all quiet at Baton Rouge, as on the day we left. We saw Confederate soldiers and officers about the streets. We quietly observed each other.

The three boats, *Sciota*, *Itasca*, and *Katahdin*, remained but a few hours. An army transport came up for us to escort them to this place and cover their landing, as it is the design to occupy this place for a few days. We anchored about 7 o'clock, and the troops landed the following morning without obstruction. The enemy, about 200 strong, left the town and retreated to the woods, shelled by our field artillery and the gunboats.

Our gunboats are occupied constantly in convoying river steamers trading along the coast. The *Sciota* is now below. The *Itasca* went up above this morning. The *Katahdin* remains here to cover our troops of the *Laurel Hill*.

We have gloomy news of our army in the North. The grand Army of the Potomac, under McClellan, has been repulsed from Richmond and driven back to the forts in front of Washington.

The condition of the country is critical in the last degree. The hour looks dark and portentous. But the struggle of liberty, of civilization, of human progress, was ever a hopeful one in darker hours of the world's history than it is now. For myself, I feel that this struggle is one in behalf of humanity, of all mankind, and of all nations.

October 24.—Twenty-eight miles above New Orleans. September 24 the troops under Colonel McMillen at Donaldsonville were attacked and repulsed, and the entire command came near being cut off through the ignorance of the colonel. My vessel, however, protected him, and under cover of my guns he made his retreat to the *Laurel Hill*, and evacuated the town in haste and returned to New Orleans.

Constantly employed scouring the river. October 1 the *Kineo*, *Sciota*, *Katahdin*, and *Itasca*, passing up to Baton Rouge, about 12 miles above Donaldsonville, discovered a heavy drove of beef cattle from Texas on their way to the enemy's camps. Hove them to by firing a musket, captured the drovers, and I was sent to New Orleans for transports to get the cattle. Left at 11 a. m.; arrived at New Orleans at 8 p. m.; procured the transports for the following day. I was overtaken by six of them the following evening at 8 at Bonnet Carré, and formed them in close order along the east bank and took position on the west side. We steamed up as fast as possible and arrived at the rendezvous at 2 a. m.

The cattle had been safely kept under the guns of the gunboats.

About 1,300 were gotten on board the transports, and started down on the 4th in convoy of *Kineo*, *Sciota*, and *Itasca*. About 4 miles below Donaldsonville the enemy attacked our boats with 9 guns and about 3,000 infantry, firing heavy volleys of Minié balls. The gunboats opened promptly and drove the enemy from his position, which he held for about twenty minutes. The firing was very sharp and heavy. The first lieutenant of the *Sciota* was instantly cut in two

by a 6-pound ball. Several men and other officers were wounded on board the *Sciota* and *Kineo*.

The *Katahdin* was left to guard and bring down the remaining 200 cattle. I pushed on at once, keeping them under my guns, and as soon as the engagement was over I pushed past the scene of action in safety, taking advantage of the enemy when attending to his killed and wounded.

I was joined then by the *Kineo* and *Itasca*, and finally convoyed the whole 200 head safely to Carrollton, a distance of 90 miles, through a hostile country swarming with enemies.

On the 20th instant, *Kineo* in company, above Donaldsonville about 4 miles, I received a volley of musketry. No one killed or wounded. I opened a brisk fire and passed on. The next morning the two boats, returning downstream, in passing the same place, were suddenly opened upon by a masked battery of 4 pieces and a large body of infantry. Our people were at quarters, all ready, and in ten seconds the two gunboats poured in a heavy fire of shrapnel and grape, but the enemy disappeared as soon as he fired. A great deal of musketry was fired at us from the tops of trees. At this stage of the river the banks are very high and our decks are much exposed. However, I had no casualties, and the ship, I believe, was not struck. The *Kineo* received a rifled shot, passing through and through her frail bulwarks, and had many narrow escapes. One of the officers had his hat knocked off his head by a 6-pound ball. The shot fell short of me or passed over my vessel. An Almighty providence has certainly been wonderfully good to me and those under my command. The *Katahdin* seems to have borrowed the charmed life of the *Pensacola*.

We are now constantly under fire of this covert kind as we pass up and down the river. Our fighting is a savage Indian warfare. The troops and guns are concealed, and watch for us as we pass along and fire and flee. Sharpshooters (I suppose the assassins are called) occupy tree tops and take deliberate aim at our decks.

We now regularly fight our way up and down the river.

I hear to-day through contraband sources that the enemy lost 500 in killed and wounded in the engagement of October 4.

Yesterday the *Kineo* and *Katahdin* went up as far as Bonnet Carré church, and returned in the evening. We are hardly safe now at anchor anywhere up the river at night.

A brigade of about 5,000 or 6,000 men, under Brigadier-General Godfrey Weitzel, is ready at Carrollton to go up on six transports to occupy Donaldsonville to-morrow morning at daylight. I am waiting alone here to-day for their arrival, when the whole force of gunboats are expected to go up and have a general engagement for the possession of Donaldsonville. I hear to-day that the rebels have an army of 10,000 men at Donaldsonville and 20 pieces of artillery.

October 25.--Arrived off Donaldsonville to-day about 11 a. m. and occupied the place. Last night about 6 o'clock, off Red Church, I was overhauled by eight transports and three gunboats in convoy. The transports had on board about 4,500 troops, the brigade of Brigadier-General Godfrey Weitzel. We steamed up in fine style, 12 vessels all told, in two columns, the gunboats forming a separate column on the west side of the river. My people were at the guns all night.

I gave them no beds all night, and found the other commanders did the same.

The night was favorable. Arrived at Madame Winchester's plantation about 5 o'clock this morning, just [as] the morning fog set in. By signal given, the transports stopped, the gunboats forged ahead and took up position on the east side of the river and stopped. The transports sheered into the bank and landed. At good daylight the fog lifted and the troops were landed in line of battle. The cavalry formed and started with a shout and a gallop for Donaldsonville, about 8 miles up the levee. Two gunboats went on and accompanied them as they dashed into town, capturing a few rebel cavalry. The *Katahdin* and *Itasca* steamed slowly up abreast the columns of marching infantry and artillery of twelve pieces. The town was entered by the whole brigade about 11 o'clock a. m. in fine order and style. The flotilla of gunboats anchored abreast. To-morrow the country will be scoured, and a heavy column will start to meet and join another portion of the brigade at Baratavia, which left several days ago. Thus far the expedition has been successful and well planned. The enemy seemed inclined to let us alone. There was some picket firing, but no skirmishing yet.

The wind blows a cold gale from the north.

I am worn out with fatigue and labor.

December 3.—Above Donaldsonville. On the night of November 15 the *Kineo*, *Sciota*, *Katahdin*, and *Itasca* left Donaldsonville and proceeded up the river on a reconnoissance of the batteries of Port Hudson and the shores from Baton Rouge to that place. Passed Baton Rouge about daylight and arrived in sight of the lofty cliffs of Port Hudson about 10 o'clock a. m. The four gunboats remained at a distance of 1 mile and less for one and one-half hours from the first battery, but the enemy did not open upon us, probably desiring to get the boats entrapped by going higher up, and probably also, to conceal their real strength. This has been one of the most trying duties I have performed during the whole war. It was attended with grave danger through a distance of 25 miles. In consequence of our sudden appearance in the morning the place was taken by surprise, and no attempts were made to check our progress from the high banks all the way from Baton Rouge to Port Hudson. The tents of the several encampments were suddenly struck upon our first appearance. I found the place impregnable for ships. In my opinion it is a much stronger position than Forts St. Philip and Jackson.

We were all night and all the following day at our guns without sleep or meals.

On the 19th went to New Orleans and remained until the 2d December. This is the only and first repose enjoyed by my officers and men since I took command of the vessel on the 4th of August last.

The affairs of the country look desperate and gloomy.

December 15.—Near Bayou Goula. On the 12th it was ordered that the *Essex* and *Kineo*, *Katahdin* and *Winona* should again proceed to Port Hudson and remain there for twenty-four hours. We arrived near the batteries at 2 p. m. on that day and anchored in line ahead, *Essex* in the van. On the following morning two men came down to the bank and made signal for a boat. The *Kineo* sent one, but on arriving within 30 yards of the shore a body of

soldiers opened fire and poured a volley of musketry into the defenceless boat. No one was hurt, strange to say, but the boat was perforated. Immediately all the squadron opened fire upon the levee with grape and shrapnel. But no one was seen and the assassins disappeared. Such is the character of this frightful war.

Note.—Our return fire killed 4 and wounded 5 of the enemy.—
F. A. R.

At 10 a. m., 13th, the *Kineo* and *Katahdin* got underway, leaving the other two vessels at anchor, and steamed down the river. Experienced no interruption until at Manchac Bend, where the *Katahdin*, being the sternmost ship, received several volleys. No one was hurt. The place was shelled and swept with grape and shrapnel.

Left the *Kineo* at Plaquemine on the 14th at daylight and arrived at Donaldsonville about 10 a. m. and reported the work above.

About 10 o'clock p. m. of the same day we were amazed at Donaldsonville by the sudden appearance of Captain Ransom, of the *Kineo*, who was expected to be at Plaquemine.

I knew there had been disaster above. On the break of day, at Port Hudson, the enemy suddenly opened a terrific fire upon the *Winona* (gunboat) from the high bank, with a whole park of artillery. The enemy had a plunging and raking fire upon her, and she was fearfully cut up. An officer was killed, cut in two by a rifle 12-pounder ball. A man was wounded slightly. But the vessel was hulled seriously twenty-seven times by cannon ball. The *Winona* slipped cable and took refuge under the ironclad *Essex*, and made fast alongside. Both drifted downstream, stern first, until past Profit Island. Then turned, when *Winona* shifted sides, and about 1,500 infantry opened on her from the opposite bank a plunging fire also. They kept up this fire for 2 miles. The ship is cut up, crippled, and a valuable life lost, without object or result. It is strange that admiral does insist upon such reckless and useless exposure of his officers, men, and ships. But nearly or quite every officer I know does not give him credit for judgment or prudence, or even a proper regard for the lives or reputations of his people. Nearly every commanding officer of the river squadron remonstrated upon this foolish exposure. We are all losing confidence in Admiral Farragut, for he displays no judgment or prudence. He is wasteful of life and blood to a criminal degree.

I am to-day scouting upriver from Donaldsonville to Plaquemine and Bayou Goula. The *Essex* retired from Port Hudson to Baton Rouge, and is there now. The enemy cheered when she retired from Port Hudson, guarding the *Winona*.

The *Kineo* out of coal; gone to New Orleans. *Winona* trying to repair, patch up, and burying her dead at Donaldsonville. *Cuyuga* at Donaldsonville.

Are reported three rams and gunboats, iron-plated, above Port Hudson. We expect them down, and will be beaten in detail if they do—by the admiral's arrangement.

December 18.—Baton Rouge. On the evening of the 16th, while near to Bayou Goula, the *Albatross* (5 guns) and the sloop *Richmond* came up and joined us. They brought the intelligence that General N. P. Banks had arrived with an army of about 30,000 troops, and about 8,000 were on the way up the river. At 1 a. m. 9 sea steamers with 8,000 men came up. Got underway and convoyed the rear

portion of the column. At 8 a. m. (yesterday) we appeared off this place, landed the troops without opposition, after throwing about a dozen shell over the town. About 9 o'clock a. m. the *Richmond* sent a boat and hoisted the flag over the capital building of this place. The State capital is a very imposing building. The enemy's troops immediately evacuated Baton Rouge, to the number of about 300.

Thus we are again in strong possession of the capital of the State of Louisiana, which will be held until peace is declared and the war ended.

The balance of the army are on the way up. General B. F. Butler has been relieved by General Banks. It is time this change was made.

We are now upon the eve of great events. The campaign is beginning and the movement up river may soon be looked for. The occupation of Baton Rouge by this army was the first real movement of a good military character I have witnessed. The first I knew of the intention to occupy it was the announcement of the approach of the army four hours before it appeared.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Report of Brigadier-General Rowley, U. S. Army, regarding the presence of the U. S. S. Essex and a transport at Bayou Sara.

HEADQUARTERS SIXTH BRIGADE LOUISIANA MILITIA,
Pointe Coupée, La., August 11, 1862.

GENERAL: Yesterday the enemy's ironclad gunboat *Essex* came to Bayou Sara early and anchored near the shore, where she now lies (4 p. m.). About 5 p. m. yesterday also came a transport, which is still at Bayou Sara. On arriving the gunboat threw some shells into the lower part of Bayou Sara, and when she saw the transport coming up she shelled the road and fields on this side the river. The transport then came to the ferry, landing on this side, and took on board a quantity of sugar lying there to be carried across to Bayou Sara. They compelled the negroes of Bemis and Colonel Stephen Van Wickle to roll the sugar on board, while 100 armed men stood guard over them. They notified Mr. Gill to have his hands ready to put another lot on board which was lying three-quarters of a mile above, but they left this side before it was accomplished, the whole or larger part being on this bank this morning. There was a large quantity of sugar at the railroad depot in Bayou Sara which we hear they seized, but can not say whether they have it on board.

* * * * *

We can not form an opinion whether they have merely come upon a thieving errand or will be stationed permanently at Bayou Sara. They got 400 or 500 hogsheads of sugar, I think, here and at Bayou Sara, which belongs almost entirely to speculators. They also arrested and took on board two or three persons who have been engaged in crossing sugar. I believe they hold them prisoners still.

C. N. ROWLEY,

Brig. Gen., Commanding Sixth Brigade Louisiana [Militia].

Major-General J. L. LEWIS,

Commanding Louisiana Militia.

Report of Brigadier-General Thompson, C. S. Army, referring to the sinking of the steamer Lewis Whiteman.

PONCHATOULA, LA., August 11, 1862—6 a. m.

GENERAL: Nothing of importance has occurred on this line. * * *

A Captain H. L. Daigre came in during the night with 10 prisoners, captured near New River. He reports Donaldsonville as burned on Friday at 11 o'clock; an insurrection among the negroes in Ascension Parish, and the killing of 40 or 50 of them; that since Friday the boats have taken down more troops than were brought up; that the *Weightman* [*Whiteman*], loaded with the dead and wounded from Baton Rouge, was run into by a gunboat (accidentally) and sunk, with all on board, and several other items of interest, which I hope will reach you in reliable shape. Captain Daigre takes his prisoners to Camp Moore. They were the crews of schooners which he captured and burned. He also captured a steamer which showed French papers, and was released. * * *

Yours, most respectfully,

M. JEFF. THOMPSON,

Missouri State Guard, Brig.-Gen., on Special Service, C. S. A.

Major-General J. C. BRECKINRIDGE, C. S. Army.

Camp near Baton Rouge.

Operations at Corpus Christi, Tex.

Reports of Major Hobby, C. S. Army.

HDQRS. SUBMILITARY DIST. CORPUS CHRISTI AND ARANSAS,
Corpus Christi, Tex., August 16, 1862.

SIR: In my communication of yesterday I reported the arrival of four Federal vessels in Corpus Christi Bay, they having removed the obstructions placed in the ship channel—the yacht *Corypheus*, *Reindeer*, *Belle Italia*, and steam gunboat. The yacht appeared off Ingle-side at 4 p. m., chasing the *Breaker*, a pilot boat in the Confederate service, which was just returning from a reconnoitering expedition, with a detachment of men under Captain R. E. Jones. To prevent her capture by the enemy she was run on shore at Indian Point, and the reconnoitering party effected their escape. The *Breaker* was fired some distance from the shore, but unfortunately not in time to prevent her from falling into the hands of the enemy, who extinguished the flames. Eleven shots were fired at her during the chase. The *Breaker* is a small boat, carrying a crew of 3 men. The yacht then steered for Corpus Christi, standing close along the shore, and fired a shot at a detachment of Captain McCampbell's company, hauling a boat upon the beach. She came to anchor opposite the city, and was joined during the night by the remainder of the fleet.

At 9 this morning Captain Kittredge, in a launch, approached the wharf with a flag of truce, at which point I met him. He informed me that he had been ordered by the United States Government to examine the public buildings in the city and make an official report of their condition. I informed him that the United States Government owned no property in Corpus Christi, and that he should not be allowed to land. He replied that it was his prerogative to land when

and where he pleased, under what he called the national ensign. I told him the Confederate Government recognized no such right, and I was here to prevent him from placing his foot upon our soil. He then desired to accompany me ashore or go alone under a white flag. Every proposition to land, under whatever pretext, was peremptorily rejected. He then demanded that the women and children should be removed beyond the limits of the town in twenty-four hours, as he intended to land with a force and execute his orders. I demanded forty-eight hours, which was finally agreed upon. He requested that the matter again be taken into consideration. The second interview resulted as did the first. One of the conditions of the armistice was that the forty-eight hours be exclusively devoted to the removal of the families from the town, which I strictly complied with.

On the evening of the 15th the Federal fleet took position opposite the northern suburbs of the city in line of battle, within range from the shore. Immediately after dark I planted a battery of two guns (a 12-pounder and 18-pounder) behind a strong fortification near the water's edge, and supported it by a detachment from Captain Ireland's company and my battalion, they furnishing also an extra detachment to move the guns.

At daylight on the 16th we opened on the enemy. Six shots were fired at the fleet before they replied. The enemy shelled the battery and the town furiously, doing, however, but little damage. At 9 o'clock we drove him from his position. Beyond the reach of our guns he repaired damages and mended sails rent by our shot. At 3 o'clock he again returned, and when within reach of our battery it opened on him, striking both yacht and steamer, and compelled them to withdraw beyond the reach of our guns. They contented themselves with shelling the battery during the remainder of the day.

* * * The enemy fired 296 times.

* * * To-night all is quiet. We do not need more troops.

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

A. M. HOBBY,
Major, Commanding.

Major E. F. GRAY,

Acting Assistant Adjutant-General, San Antonio, Tex.

Report of Major Hobby, U. S. Army.

HEADQUARTERS,
CORPUS CHRISTI, TEX., August 18, 1862.

SIR: On the morning of the 18th the enemy again opened on our battery, bringing his whole force to bear on it. Failing to silence our guns, a portion of his fleet withdrew and landed a 12-pounder rifled gun, supported by 30 or 40 well-armed men, who approached our battery by the beach, close under cover of their gunboats, firing continuously. They attempted to enfilade our battery, their balls passing just above our intrenchments. I immediately ordered 25 men to charge the gun, which they did in gallant style. When from under cover of the breastworks they entered an open plain and rapidly neared the gun, the gunboats of the enemy opened a heavy

fire upon them. Undaunted they pressed onward, and when within range of small arms I ordered them to fire, which they did, still advancing, the enemy in the meantime retreating in double-quick, carrying with them their gun. They left in the retreat their ammunition box, hatchet, rat-tail files (intended, I presume, to spike our guns), a hat, and rifle cartridges were scattered along the road. We chased them to their gunboats, to which they retreated without delay. Whenever a ball from the battery would strike the boats of the enemy they would rise and cheer, regardless of the fire to which they were exposed. The enemy withdrew, and taking position in front of the city avenged themselves upon a few unoffending houses. A few shots from our guns drove them off, and on the following morning they stood away for Aransas Pass.

Our loss in the engagement was 1 killed—Private Henry Mote, in Captain R. E. Jones' company. He was shot through the head among the foremost in the charge. Captain Ware's fine cavalry company was present and eager for the fray.

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

A. M. HOBBY,
Major, Commanding.

Major E. F. GRAY,

Acting Assistant Adjutant-General, Corpus Christi, Tex.

Report of Captain Harding, regarding the capture of the Breaker.

CORPUS CHRISTI, TEX., *August 27, 1862.*

On the evening of August 11, I was directed by Major A. M. Hobby to take on board of the *Breaker* Captain Jones and a party of men from his battalion. On Captain Jones (accompanied by Lieutenant Vineyard and party) coming on board, he informed me that he was sent in charge of the boat for the purpose of watching the movements of the enemy, then engaged in removing obstructions in the channel. Got underway and proceeded to McGloin's Bluffs, where we anchored for the night.

Next morning got underway and stood down in the direction of the enemy. Discovered them at work on the obstructions. Stood down about three-quarters of a mile of them, took a look, came around, and stood back about a quarter of a mile and came to anchor. Just as we came to discovered that they had removed the last of the obstructions. Their large schooner made all sail and stood up the channel. I immediately got underway and made all sail for Corpus Christi. Soon discovered that the enemy were overhauling us and thought it best to make for the nearest shore (Indian Point), being about 6 miles distant. Just after passing McGloin's Bluffs they commenced firing upon us and continued to do so until the boat was beached and this party landed from her. I gave orders to have the boat fired some time before she was beached, knowing that at the rate she was sailing no injury could result to the party on board, but there was a clamor raised against me by the officers on board, who told me that Major Hobby gave them the command of the boat, and that they would not allow her to be fired until she was beached. A few minutes before she struck she was set on fire, and all of the party left as fast as they could, leaving me alone on board. I did everything that I

could think of to aid in her destruction, but the enemy were too close after me and I had to leave, as I would have been killed or captured by staying longer. The enemy sent a boat alongside, put out the fire, and towed her off.

Respectfully,

JOHN HARDING,
Captain.

Report of Captain Sands, regarding the destruction of the Hannah.

CORPUS CHRISTI, TEX., *August 27, 1862.*

A few days before the arrival of the enemy at this place I solicited Major A. M. Hobby to allow me to get my boat to a place of safety in Nueces Bay, there being at the time plenty of water on the reef for her to get over. He said that he wanted the *Hannah* and the *Breaker* to remain at this place as spy boats, but assured me that none of the larger boats should attempt to cross the reef before mine. Accordingly I remained at the wharf.

On the afternoon of August 12, when the enemy were in full sight, distant about 7 miles of the town, I was ordered to get over the Nueces Reef with all speed. Got underway and stood for the reef. The *Elma*, or *Major Minter*, had been run into the channel the previous day, where she grounded, leaving only a narrow place for vessels to pass. On arriving off the reef discovered that she had been fired and seemed to be on fire fore and aft. Hearing that she had powder on board, did not like to attempt to pass her. An explosion would have killed us all. Came around and stood back for the town, intending to run on the flats, where the boat could have been hauled out and been safe from capture, but was ordered back, and the boat was run on shore above the town on a bold bank. Major Hobby said that he would send men to haul her out, a thing that was impossible without ways, as the bank at that place was at least 4 feet in height. A party of 15 unarmed men came down and were at work on her when the enemy came abreast of the boat and fired a shot at the party. They all immediately left. The enemy then came to anchor, distant about 400 yards, and commenced manning a boat. Fearing that they would cut her out I immediately fired her and she was consumed.

Respectfully,

JACK SANDS,
Captain.

Letter from the provisional mayor of Baton Rouge to General Ruggles, U. S. Army, regarding the result of an interview with Federal officers relative to bombardment of that city.

BATON ROUGE, *August 22, 1862.*

SIR: On the morning of the 22d instant, the day after the evacuation of the United States troops, the citizens of the city of Baton Rouge convened in public meeting at the residence of William S. Pike, esq., and organized by calling Mr. J. A. De Russy to the chair and appointing Mr. Joseph Larguier as secretary.

On motion, duly seconded and unanimously adopted, a committee of three citizens was appointed by the chairman to wait upon the commander of the United States gunboat lying in front of Baton

Rouge, with instructions to enquire his intentions in relation to the shelling or otherwise destroying or damaging the city or molesting its citizens.

The committee * * * immediately proceeded on their mission, and returning reported that Captain Caldwell, commanding U. S. gunboat *No. 7*, after respectfully listening to the subject-matter with which they were charged, answered that the citizens of Baton Rouge and their families could rest secure within their homes; that not a shot should be fired on the town, but, on the contrary, to invite the families who had left to return to their homes and resume their usual avocations. Further, that no boat should be sent from their vessel or vessels without the authority of the city authorities first being had for that purpose.

These assurances were given with a condition that the Confederate army, then understood to be in the neighborhood, should not enter and hold military possession of the city in the view of fortifying the same, or any demonstrations of a hostile nature against his forces.

At the same meeting committees were appointed to call upon the commanders of the two detachments of your army marching on this city and explain the result of the visit to Captain Caldwell, and asking, if within the line of their duty, to halt their respective commands beyond the corporate limits of the city.

* * * * *

All of which is respectfully submitted.

J. A. DE RUSSY,
Provisional Mayor City of Baton Rouge,
J. LARGUIER,
Secretary.

General RUGGLES,
Commanding Confederate Forces in Baton Rouge.

[Telegram.]

PORT HUDSON, *August 21, [1862].*

Rumored that the enemy intend evacuating Baton Rouge. The absence of gunboats from this point gives color to the report. I shall soon know. If so, I shall prepare to move toward New Orleans.

DANIEL RUGGLES,
Brigadier-General.

Major-General VAN DORN,
Jackson, Miss.

Report of Major De Baun, U. S. Army, announcing the evacuation of Baton Rouge.

CAMP NEAR BATON ROUGE, *August 22, 1862.*

SIR: I have to inform you that the enemy has evacuated Baton Rouge, and the gunboats *Essex* and *No. 7* are lying in front of the town. They declare that if we enter the town they will shell it. I have sent in messenger for the women and children to come out.

Very respectfully, etc.,

J. DE BAUN,
Major, Commanding Partisan Rangers.

Brigadier-General RUGGLES.

[Telegram.]

PORT HUDSON, LA., August 23, 1862.

The gunboat *Essex* just passed up. It is represented that she intends passing Vicksburg to join the upper fleet. My troops are occupying the vicinity of the garrison to-day. It is rumored Captain Semmes has five ironclad gunboats at mouth of Mississippi River.

DANIEL RUGGLES,
Brigadier-General, C. S. Army.

Major-General VAN DORN,
Jackson or Vicksburg.

Report of Brigadier-General Ruggles, C. S. Army, forwarding the news of the evacuation of Baton Rouge by the Federal forces.

PORT HUDSON, August 23, 1862.

Our scouts drove in the enemy's pickets at Baton Rouge on the 20th and captured some 20 beeves and 40 horses. The gunboats shelled furiously.

The town was evacuated by the enemy on the 21st. The *Essex* and No. 7 remain before it. I expect to be in possession this morning.

DANIEL RUGGLES,
Brigadier-General.

Major-General VAN DORN,
Jackson, Miss.

Letter from H. C. Whiteman to Brigadier-General Ruggles, C. S. Army, regarding the shelling of Bayou Sara by the U. S. S. Essex.

BAYOU SARA, August 24, 1862—10 a. m.

SIR: The gunboat *Essex* and a transport arrived here last night; fired two shells into the town, but did no damage. Still here; no troops. Gunboat *Essex* now rapidly shelling this place—10 a. m.

H. C. WHITEMAN.

General RUGGLES,
Port Hudson, La.

Order of Brigadier-General Hébert, C. S. Army, to Commander Hunter, C. S. Navy, to report upon the fitness of the steamer Bayou City.

HEADQUARTERS DEPARTMENT OF TEXAS,
San Antonio, [Tex.], August 28, 1862.

SIR: I am directed by the general commanding to instruct you to make an examination of the State boat *Bayou City* and report upon her fitness for a gunboat, to act in the waters of Galveston Bay. Also whether, in your opinion, the service she might render would justify her purchase and arming by the Confederate Government.

The State of Texas offers this boat at cost price.

I have the honor to be, very respectfully, your obedient servant,
C. M. MASON,
Captain and Acting Assistant Adjutant-General.

Commander W. W. HUNTER,
Care Colonel X. B. Debray, Commanding Houston.

Letter from Commander Hunter, C. S. Navy, to the Governor of Texas regarding the steamer Bayou City.

C. S. SCHOONER DODGE,
Off San Jacinto, September 1, 1862.

I have the honor to acknowledge the receipt of your letter of the 28th ultimo in relation to the steamer *Bayou City*, and apprising me that I may expect a letter from General P. O. Hébert on that subject, requesting my prompt attention to the same.

I would respectfully state that I will promptly, on the receipt of the communication alluded to, inform Captain H. S. Lubbock (as you request) of any action on my part in the premises.

I am, with great respect,

W. W. HUNTER,
Commander, C. S. Navy.

His Excellency Governor F. R. LUBBOCK.

Letter from George G. Pattison to Chairman Senate Naval Committee, proposing method of attacking enemy's vessels.

MONTGOMERY, ALA., *September 6, 1862.*

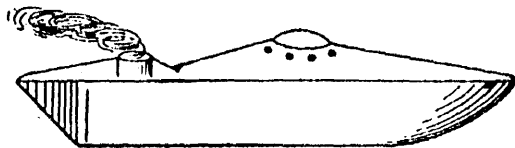
SIR: In October last I invented a fireship, and as in duty bound, communicated the plan of it to the honorable Secretary of the Navy, and received in reply that "it was filed for consideration." Some months afterwards, in March, I sent the honorable Secretary of the Navy another full description of my fireship and at same time offered the free use of it to the Government.

I do not know that the Navy Department has given the matter any consideration.

As my fireship is the only thing that can certainly defeat the monitor batteries, or any other war vessels of the enemy, I deem it my duty to make the plan of it known to those in authority that they may use it, if it be their pleasure to do so.

I can not, without making this communication too long, give a full description of my fireship and all the contrivances for its perfect safety and for its sure destruction of every class of vessels.

The ship is constructed much like the monitor batteries; the tower, however, is stationary and conical; its appearance would be something like this rough sketch:



Fire is communicated to an enemy's vessel by throwing spirits turpentine from the pipes in the tower by means of force pumps or common fire engines. The pipes work in countersunk spaces and the nozzles are below the reach of glancing shot. When within 200 feet or less of a vessel, the two or three pipes which bear on it throw 100 or 200 gallons of turpentine each per minute, which would soon drench a ship and all her crew who are exposed to it.

Fuzes fired from muskets, fire balls, or any other means may be used to ignite it; if the enemy fire a gun they will probably ignite it themselves.

If a monitor battery is attacked, its capture or destruction is sure. Approach within 50 feet of her, drench the men and guns in the tower with the turpentine, direct streams of it down her low, wide smoke funnel; a few gallons thus sent into her furnace will burst into flame and dense smoke; a part of the smoke will fill the hold of the vessel and suffocate all who remain there; at the same time the whole deck and tower may be covered with a sheet of flame. No soul could remain on board of her after five minutes of skillful use of the ejection pipes. The same means may be used to set fire to any class of vessel.

With these ships in successful operation we can defy and punish not only our present enemy, but at all times the naval powers of the world.

It will afford me pleasure to give a full detail of my fire ship. However, constructors and engineers can arrange vessel and machinery better than I can.

I trust that this will be laid before your Naval Committee for consideration.

I am, very respectfully, your obedient servant,

GEO. G. PATTISON.

I beg to refer to the Hon. A. E. Maxwell.

G. G. P.

HONORABLE CHAIRMAN NAVAL COMMITTEE OF SENATE, C. S.

Report of Brigadier-General Ruggles, C. S. Army, proposing an advance upon New Orleans.

HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
Jackson, Miss., September 11, 1862.

SIR: I have the honor to forward for your consideration an outline plan* for an advance on New Orleans.

The question is apparently one of some urgency, anticipating the period when the enemy will be enabled to reinforce the city and add to its defenses. The present force is greatly demoralized and enfeebled by sickness, and is known to be in a state of continued alarm, circumstances greatly in our favor. It is also to be observed that our loyal men within the enemy's jurisdiction are subjected to indignities and are gradually rendered powerless to our cause.

The combined operations of a force of 20,000 men within from

* See Army War Records, Vol. XV, p. 807.

four to six weeks would probably prove adequate to the great object in view.

Very respectfully, your obedient servant,

DANIEL RUGGLES,
Brigadier-General, U. S. Army.

S. COOPER,
Adjutant and Inspector-General, Richmond, Va.

Report of Commander Hunter, U. S. Navy, regarding the fitness of the steamer Bayou City.

C. S. SCHOONER DODGE,
Off San Jacinto, Tex., September 14, 1862.

SIR: On the 12th of this month I received your letter of the 28th of August, 1862, dated at San Antonio, Tex., directing me, by order of the general commanding, to make an examination of the State boat *Bayou City* "and report upon her fitness for a gunboat to act in the waters of Galveston Bay; also whether, in your opinion, the services she might render would justify her purchase and arming by the Confederate Government." In obedience thereto, I respectfully state that I have carefully examined the State boat *Bayou City*, touching the requirements of service above stated. I do not consider her suited for a gunboat. If a lookout or transport steamer in the waters of Galveston Bay is deemed requisite, the *Bayou City*, when fitted to berth and shelter a company of 20 sharpshooters, may be made useful against marauding parties and to convey early intelligence to headquarters of the movements of the enemy, and for the purposes of transportation.

The *Bayou City* may not be expected to be adequate to resist the naval force which will be at the disposal of the enemy in the event of his attempt of a naval occupation of the waters of Galveston Bay. It is therefore reasonable, in my opinion, to consider her services limited to those above stated, and her value to the Confederate States adjudged thereby.

I am, very respectfully,

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

Captain C. M. MASON,
Acting Assistant Adjutant-General.

Letter from the Secretary of the Navy to the Secretary of War, requesting military protection for proposed ironclads.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, September 24, 1862.

SIR: I have taken measures for constructing immediately two large ironclad rams on the Yazoo River, and desire also to build one on Red River.

It is very important to the success of this enterprise that adequate military protection should be afforded. I have the honor to request

that such protection may be provided, if practicable, and that you will inform me to what extent it may be relied upon.

I am, respectfully, your obedient servant,

S. R. MALLORY,

Secretary of the Navy.

Hon. G. W. RANDOLPH,
Secretary of War.

Report of Commander Hunter, C. S. Navy, regarding general matters pertaining to his command in Department of Texas.

C. S. SCHOONER DODGE,
Off San Jacinto, September 28, 1862.

I respectfully acknowledge the receipt of your letter of the 25th ultimo on yesterday. You were pleased to direct me to report for duty to the honorable War Department, and I was by that Department assigned duty under the general commanding the district of Texas. I have, therefore, since my arrival in Texas, made all my reports to the commanding general of the district of Texas.

In obedience to your order I will hereafter make to you monthly reports.

You were pleased to state that you had directed me in a letter dated on the 17th of July last to inform the Department of the condition of my command, and of other matters of interest connected with it. I have not received that letter. The blockade and continued threatened attacks on Galveston Island and the shores of the adjacent waters rendered, in the opinion of the commanding general, the services of some river steamers, and an armed schooner and lookout boat essential. Galveston being an island, could only hold communication with the mainland and adjacent military ports by water.

My duty consisted chiefly in causing to be armed and manned the schooner alluded to, viz, the *Royal Yacht*, arming and conducting the movements of the river steamers, guarding the channels, transporting troops, guns, and munitions, procuring material, etc., for earthworks, batteries, exploring the channels, selecting positions, etc., for batteries and places of defense of the rivers leading to the interior from the waters of Galveston Bay. Some months since the principal military force and batteries on Galveston Island, and on an adjacent island, were withdrawn, the steamers were discharged, and the *Royal Yacht* (as I have had the honor to report to you at the time) disabled and her arms captured by the enemy after a gallant resistance, in which the enemy lost 7 killed and 8 wounded, with but 2 of the crew of *Yacht* slightly wounded.

You were pleased to direct me to maintain a crew for the late revenue schooner *Dodge*, which vessel was delivered to the Government of the Confederate States by her then and present commander, W. F. Rogers. Her crew and officers, all told, of the vessel were 23 persons; her complement should be 26, all told.

The necessities of the service with which I was charged, herein alluded to, by the commanding general required the services of a master and two master's mates. By your authority I appointed these. One (a master's mate) has resigned, and his resignation has

been forwarded to you. The other master's mate, Thomas Chubb, who commanded the *Royal Yacht*, and was captured in her, has been exchanged and has returned. His services are now no longer necessary to my command, and he may (should it meet your approbation) be, by your authority, discharged.

The schooner *Dodge* is in the most eligible position to render her small available force of small arms, men, and boats most useful at the junction of the San Jacinto River and Buffalo Bayou, on the highway by water to the city of Houston. I also retain a lookout and dispatch boat at the cost of \$30 per month, with master and pilot included.

I have received from Paymaster J. W. Nixon, C. S. Navy, at Jackson, Miss., the sum for the maintenance of my command, to which you have alluded. Knowing now his position, I will make my future requisitions on him, as directed by you. Enclosed is a statement* of the capture of a Captain Kittredge, one of the enemy's blockaders, who has been troublesome on the neighboring coast.

I am, very respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy.

Report of Brigadier-General Hébert, C. S. Army, regarding the arrival of Federal squadron off Galveston.

HEADQUARTERS FIRST DISTRICT OF TEXAS,
San Antonio, Tex., October 15, 1862.

COLONEL: I have the honor to report that I yesterday received dispatches from the officer in command at Houston, announcing that a naval squadron, which had suddenly appeared off Galveston, had forced its way into the inner bay and held command of that city under its guns. The island was always untenable with the very few guns we had against any respectable naval force, and most of these guns have been placed in battery on the mainland at Virginia Point, a position commanding the railroad and railroad bridge. The garrison retired in good order to the mainland, with arms, ammunition, stores, etc., leaving nothing behind that can be of any service to the enemy. It does not appear that they have as yet any land forces.

The officer in command of the squadron, Captain Renshaw, stated that he would hoist the United States flag over the city of Galveston or over its ashes.

Three deserters from the squadron, under examination by our officers, stated that the commander of the squadron had sent a steamer to Pensacola for five more gunboats, and that it was his intention to scour and ravage the whole coast of Texas. We have nothing on the coast to resist them. The few batteries I have at different points west of Galveston are mounted with 18 and 24 pounders. The United States ships are all armed with the latest improvements in guns, all of long range. Nothing will be left undone

* See p. 201.

by me to prevent the enemy from penetrating into the interior, although I have no force to resist a formidable invasion.

I have the honor to be, very respectfully, your obedient servant,
P. O. HÉBERT,
Brigadier-General, Provisional Army.

Colonel JAMES DESHLER,
Asst. Adjt. Gen., Trans.-Miss. Dept., Little Rock, Ark.

Order of Brigadier-General Hébert, C. S. Army.

SPECIAL ORDERS, } HDQRS. FIRST DIVISION OF TEXAS,
No. 14. } *San Antonio, October 18, 1862.*

* * * * *

The commander of the subdistrict of Houston will place the revenue cutter *Dodge*, with crew and armament, on such service as he may deem proper.

By order of Brigadier-General P. O. Hébert:

S. BOYER DAVIS,
Assistant Adjutant-General.

[Telegram.]

MOBILE, *October 18, 1862.*

The following dispatch from Pollard to-day:

Butler is reported by scouts in Pensacola with about 4,000 men, waiting for 5,000 more, expected in a few days. Will march for Mobile and the Great Northern Railroad as soon as the men arrive. His spies out all through this country surveying best route to march. Bay full of vessels; more expected; only one vessel outside. The Yankees, 200 in number, were at Milton the 15th and 16th.

J. R. F. TATTNALL,
Colonel, Commanding.

A vessel is also sounding off Pascagoula River. Can I rely on reinforcements from you?

JNO. H. FORNEY,
Brigadier-General, Commanding.

Lieutenant-General J. C. PEMBERTON.

[Telegram.]

HOLLY SPRINGS, MISS., *October 18, 1862.*

I have directed a force of 4,000 to be concentrated at Meridian.

You must arrange that transportation be forwarded, should an emergency arise, and notify me by telegraph. Your information must be positive of the enemy's advance.

J. C. PEMBERTON,
Lieutenant-General, Commanding.

Brigadier-General FORNEY,
Commanding, Mobile, Ala.

[Telegram.]

RICHMOND, *October 19, 1862.*

(Received 20th.)

Mobile is in danger. Send the regiment at Columbus back to General Forney without delay unless that place is seriously threatened.

S. COOPER,

Adjutant and Inspector-General.

Lieutenant-General PEMBERTON.

Order of the Secretary of the Navy to Lieutenant Averett, C. S. Navy, for duty on the C. S. S. Florida.

C. S. NAVY DEPARTMENT, *October 20, 1862.*

SIR: You are hereby detached from the C. S. *Atlanta* and you will report to Admiral F. Buchanan for duty on board the C. S. S. *Florida*, at Mobile, to which place you will proceed.

I am, respectfully, your obedient servant,

F. FORREST,

For Secretary of the Navy.

Lieutenant S. W. AVERETT, C. S. Navy,

Savannah, Ga.

Reported October 28.

FRANKLIN BUCHANAN,

Admiral, etc.

Order of Brigadier-General Hébert, C. S. Army, to Colonel Debray, C. S. Army, regarding the steamer Bayou City.

HEADQUARTERS FIRST DISTRICT OF TEXAS,

San Antonio, October 20, 1862.

SIR: I am directed by the general commanding to authorize you to employ the steamboat *Bayou City*, and to instruct you to arm her and man her with the crew of the cutter *Dodge*, if the cutter is not available.

The *Bayou City* will be placed under an efficient captain, and will serve as a guard boat under your orders.

I remain, respectfully, your obedient servant,

SAMUEL BOYER DAVIS,

Assistant Adjutant-General.

Colonel X. B. DEBRAY,

Commanding, etc., Houston.

Letter from Colonel Debray, C. S. Army, to Commander Hunter, C. S. Navy, regarding the revenue cutter Dodge.

HDQRS. MILITARY SUBDIVISION OF HOUSTON,

Houston, October 22, 1862.

DEAR SIR: Please find herewith two orders from general headquarters, San Antonio, concerning the revenue cutter *Dodge*.

I wish to do nothing in the matter before having seen you, and I earnestly request you to come here so soon as convenient, to give me

the assistance of your experience in organizing a coast-guard service and throwing obstructions in the rivers.

Yours very respectfully,

X. B. DEBRAY,

Colonel, Commanding Military Subdivision of Houston.

Commander W. W. HUNTER,
San Jacinto.

Letter from W. H. Beazley to Commander Hunter, C. S. Navy.

THURSDAY MORNING, *October 23, 1862.*

SIR: If I err in addressing you this, it is because you have treated me as a friend rather than a sailor. Whether or not I have deserved it you are alone to judge.

Little more than a year since I entered the service, actuated by no mercenary motive, the country's weal was first, my own advancement second. The very fact that my pay since the first two months has never equaled the necessary expenditures proves what I say. It is needless to say that I am poor, and that the completion of my education depends entirely on my own exertions. Do not for a moment believe, sir, that I am asking for more pay. He who would speculate on a country struggling for existence deserves not freedom; but I do beg that you will not bestow upon another a post of honor, if you conscientiously consider me worthy of it. There is a remote chance of preserving this vessel. Honor will be the only reward of him who saves, or baffles the enemy in their efforts to retake her. I will only say that if intrusted with the charge, I shall endeavor to do my duty.

With sincere gratitude for the many kindnesses received at your hands, I am, sir, with sentiments of highest esteem,

Your obedient servant,

W. HERBERT BEAZLEY.

Commander WM. W. HUNTER.

Letter from Colonel Debray, C. S. Army, to Commander Hunter, C. S. Navy, regarding small arms and ammunition to be retained at San Jacinto.

HEADQUARTERS MILITARY SUBDISTRICT OF HOUSTON,
Houston, October 24, 1862.

SIR: In compliance with the communication of the 20th instant from general headquarters, San Antonio, a copy of which was addressed to you, I request you to keep at San Jacinto the small arms and ammunition, to be disposed of so soon as I can communicate with the general commanding, the crew to be also subject to further orders. As to the revenue cutter *Dodge* and her spars, etc., you will use your own discretion.

Very respectfully, your obedient servant,

X. B. DEBRAY,

Colonel, Commanding Military Subdistrict of Houston.

Commander W. W. HUNTER,
San Jacinto.

Letter from Colonel Debray, C. S. Army, to Commander Hunter, C. S. Navy.

HOUSTON, [TEX.], *October 26, 1862.*

DEAR SIR: General Hébert had not arrived yesterday, as I expected. I can not defer any longer the execution of the orders I have received from the general, whose arrival here is very uncertain, from information received.

I regret exceedingly the position in which I am placed.

In a great hurry, yours, very respectfully,

X. B. DEBRAY,
Colonel, Commanding.

Commander W. W. HUNTER,
San Jacinto.

Special order of Colonel Debray, C. S. Army, regarding the disposition of vessels and ordnance stores.

SPECIAL ORDERS, } HDQS. MILITARY SUBDIST. OF HOUSTON,
No. 253. } *Houston, October 26, 1862.*

1. In obedience to orders received from the general commanding the Military District of Texas, First Lieutenant Thomas Gonzales, of Wilson's light battery, acting ordnance officer, will proceed without delay to Lynchburg to receive from Commander W. W. Hunter, C. S. Navy, or from Lieutenant Rogers, commanding cutter *Dodge*, all the ordnance and ordnance stores turned over to either of these officers by the ordnance officer at Galveston or Houston, and shall receipt to them for the same.

2. Captain W. S. Good, ordnance officer, will, upon receiving from Lieutenant Gonzales the ordnance and ordnance stores above mentioned, turn over the same to Captain E. C. Wharton, acting quartermaster at Houston.

3. Captain E. C. Wharton will, upon receiving said ordnance and ordnance stores, turn over the same to Captain H. S. Lubbock, commanding the steamer *Bayou City*, to be used for coast defense on board his vessel and on board the schooner *Royal Yacht*.

4. The crew of the cutter *Dodge* shall be placed in charge of Captain H. W. Lubbock, who will receive from Lieutenant Rogers an account of the pay and allowances due them, said crew to be paid and provided with subsistence by Captain E. C. Wharton, acting quartermaster, as employed in the Quartermaster's Department, until further orders.

By order of Colonel X. B. Debray, commanding Military Sub-district of Houston:

ROBERT M. FRANKLIN,
Lieutenant and Acting Assistant Adjutant General.

Commander HUNTER.

Letter from H. B. Cleveland to Major Shea, C. S. Army, detailing substance of interview with Commander Renshaw, U. S. Navy, at Indianola, Tex.

INDIANOLA, TEX., *October 26, 1862.*

SIR: At 11:30 a. m. [T. D.] Woodward, Captain Sheppard, and myself went on board the enemy's vessel, the *Westfield*, lying at the

lower wharf, and in conversation with Captain Renshaw and Captain Law, of the *Clifton*, Captain Renshaw stated in substance that he had come into the bay [Matagorda] to take possession of all the towns on the bay; that Indianola was already in his possession, and that he should take the other towns as soon as the wind and weather favored; that he had three rifled guns and six IX-inch guns, with which he could command the bay; that he did not come to interfere with the citizens of Indianola; that he had no force to land at present, but that he should take and hold the towns by water; that the citizens could come to Indianola by land or water and go out when they pleased; that small boats bringing wood and provisions to Indianola would not be interfered with, and he hoped the citizens would unite with him in preserving the order and peace of the town. He might send a few men on shore to buy provisions, and if he did and they were interfered with he might fire on the town. He hoped such a collision would not occur. He said he must have fresh beef, and if he could buy and pay for it he would do so; if not, he would take it by some means and at some place.

The above is the substance at the interview of the conversation of any importance.

In haste, yours, etc.,

H. B. CLEVELAND.

Major D. D. SHEA.

Report of Commander Hunter, U. S. Navy, regarding disposition of vessels and ordnance stores.

CONFEDERATE SCHOONER DODGE,
Off *San Jacinto*, [Tex.], October 28, 1862.

SIR: I have received your Special Orders, No. 253, stating that by order of the commanding general I am directed to turn over to First Lieutenant Thomas Gonzales, acting ordnance officer, all the ordnance stores received by me at Galveston or Houston. These I have delivered to Lieutenant Gonzales, except such as were captured in the *Royal Yacht* and transferred to the steamer *Rusk* and for signals to the several steamers employed by the Government for the protection of Galveston.

By the same authority you directed me to place the care of this vessel in charge of Captain H. S. Lubbock, of the steamer *Bayou City*, who will receive from Captain Rogers (now serving in the Confederate Navy), and in command of the vessel, a statement of their accounts, which shall be done on application of Captain H. S. Lubbock.

I should state to you that, having been made responsible for the public property of the schooner *Dodge* by the honorable Navy Department, I shall remove the same for safe-keeping, or as much of this as shall be in my power, with the nautical instruments, accounts, anchors, etc., and that they may be available for future use. I have employed wagons for their transportation to the Trinity River, at Colonel Hamilton Washington's plantation, Polk County, Tex., where they will be kept in charge of Captain W. F. Rogers and the naval officers under my command.

This vessel is so eaten by worms as to require regular pumping to keep her afloat. Captain H. S. Lubbock, who now has charge

of her crew, should attend to this matter, as their withdrawal deprives me of the means of so doing. I have prepared the means of her prompt destruction should it become proper to do so.

I will therefore (as in duty bound) place the care of the vessel and her boats in the hands of the officer who has been assigned the command of her crew, this being the only means at my disposal to keep the vessel afloat, by reason of her leaky condition.

I am, respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Colonel X. B. DEBRAY,
Commanding Military District, Houston.

Orders of Colonel Debray, C. S. Army, to Commander Hunter, C. S. Navy, regarding Confederate schooner Dodge.

HEARDQUARTERS MILITARY SUBDISTRICT OF HOUSTON,
Houston, October 29, 1862.

SIR: Please find herewith a letter forwarded to me for you by express from San Antonio.

Have you not a sufficient number of men of the crew of the *Dodge* left to you to keep up that vessel? Twelve men were turned over to Captain Lubbock, and I understand there were on board from 25 to 30.

The people of this place offer means and labor to build two gunboats. They say it can be done in thirty or forty days. Do you think it possible; and, if so, would you take upon yourself to superintend the work?

Your withdrawal so far in the interior when our coast is attacked gives much dissatisfaction here; it is believed that your experience could be of better avail in the lower country.

I am, very respectfully, your obedient servant,

X. B. DEBRAY,
Colonel, Commanding Military Subdistrict of Houston.

Commander W. W. HUNTER, C. S. Navy.

Order of Colonel Debray, C. S. Army, to Commander Hunter, C. S. Navy, regarding the Confederate schooner Dodge.

HEADQUARTERS MILITARY SUBDISTRICT OF HOUSTON,
Houston, October 29, 1862.

SIR: In obedience to Special Order, No. 14, from general headquarters District of Texas, of which I enclose a copy, it becomes my duty to protest against the removal of any parts of the rigging of the cutter *Dodge*, and to request you to keep that vessel in sailing order until the command of it can be assigned to some officer appointed by General Hébert.

Should you be disposed to turn it over to Captain Lubbock in

sailing order, he is instructed to receive it; but he can not, in these circumstances, be compelled to take charge of a hulk.

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

X. B. DEBRAY,

Colonel, Commanding Military Subdistrict.

Commander W. W. HUNTER, C. S. Navy,
San Jacinto.

[Enclosure.]

Special Order, } HEADQUARTERS FIRST DISTRICT OF TEXAS,
No. 14. } *San Antonio, October 18, 1862.*

* * * * *

The commander of the military subdistrict of Houston will place the revenue cutter *Dodge*, with crew and armament, on such service as he may deem proper.

* * * * *

By order of Brigadier-General P. O. Hébert:

SAMUEL BOYER DAVIS,
Assistant Adjutant-General.

Letter from Commander Hunter, C. S. Navy, to Colonel Debray, C. S. Army, regarding disposition of Confederate schooner Dodge.

CONFEDERATE SCHOONER DODGE,
Off San Jacinto, October 30, 1862.

COLONEL: I have this day received your several communications of the 29th instant and also a copy of Special Order, No. 14, from the commanding general to you. I addressed you a letter on the 28th instant explanatory of my reasons and the measures I had taken to keep and preserve for future use the materiel of this vessel. The exercise of your authority in relation to the command which has been intrusted to me by the honorable Navy Department and your orders touching the detail and minutia of this vessel will be observed. Your "protest" against the exercise of the discretionary authority which I hold in writing from the commanding general in relation to this vessel, as well as your orders depriving me of the means either to defend or keep safely the public property committed to my charge by the honorable Navy Department, and for which I am responsible, and by taking from me the crew and arms which with great difficulty I have obtained, as well as your statement that "Your withdrawal so far in the interior, when our coast is attacked, gives much dissatisfaction here," are imperative calls [upon] me to deny (most of what is untrue) that you have any just cause to state that I contemplated withdrawing at all to the interior. This has not been contemplated or stated by me. The materiel so invaluable, and which can not be replaced during the blockade, I did intend to so place in charge of the Confederate naval officers under my command; and so only I wrote to you. You state that the people of this place offer means and labor to build two gunboats; they say it can be done in thirty days, and ask "Do you think it possible?" and if so, "Would you take it upon yourself to superintend the work?" In reply I have to state that both the people and the plan they propose must

be known to me before I can decide on its practicability and usefulness under present circumstances. A so-called "gunboat" has been produced. I have given my opinion on that matter to the commanding general. I can only be responsible where I am permitted to exercise my professional judgment without being thwarted in the detail of its execution. Your orders have broken up chiefly my means of removing the materiel of this vessel. It leaves me the responsibility without the means of meeting this. It is now therefore your own and not mine. I will turn over the crew to Captain Lubbock and retain only such as may be necessary to keep the vessel afloat. With what you have left to me I will defend or destroy her at the proper time. You direct me to place her in sailing condition for the reception of such commander as you may cause to be appointed to her. I have to state to you that the honorable Navy Department has assigned her a commander and officers. These are under my command. Unless you deprive me of all authority I claim to command them. I would remark that a naval service of forty years seems to have entitled me to some discretionary confidence in my capability of conducting the detail of my command.

I am, respectfully,

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

Colonel X. B. DEBRAY,
Commanding Interior Military District of Houston.

I consider the effect of your order to me subversive of order and tending to injurious results.

Report of Commander Hunter, U. S. Navy, regarding the removal of the materiel of the schooner Dodge.

CONFEDERATE SCHOONER DODGE,
Off San Jacinto, October ---, 1862.

SIR: The waters of Galveston Bay being now under the control of the enemy, with a naval force in its character competent to reach and capture this vessel, I deem it my duty, in the exercise of your discretionary orders to me in relation to the same, to do all in my power to secure, by the removal to the most eligible position, her arms, ammunition, and as much of the materiel as are most essential to our uses. I have accordingly employed ox wagons and have loaded and dispatched these, with the crew, to Colonel Hamilton Washington's plantation, Trinity River, Polk County, a position (from all the information I can obtain) the most eligible for the defense of that river and of eastern Texas, and where subsistence may be obtained for my men, most of whom have been sick and are yet much debilitated. I have prepared the means of destroying this vessel should it become necessary. This vessel's bottom is so eaten by worms that she requires regular pumping to keep her afloat. Her decks and sides are so open as to admit water. Without repairs (and there is no means or material available for this) she will not long be habitable.

I have kept with me one man to keep the vessel afloat by pumping and to destroy her when it becomes proper to do so. I will then join my men at Trinity River.

I am, very respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

[Colonel DEBRAY.]

[Endorsement.]

Letter not sent, but kept as a memorandum. The object defeated by order of Colonel X. B. Debray, by authority of General P. O. Hébert.

W. W. H.

[In a duplicate of the foregoing the following is added:]

I proceed to Trinity River to provide for the personnel and secure the materiel and to use these as may be found most serviceable.

Letter from Colonel Debray, C. S. Navy, to Commander Hunter, C. S. Navy, regarding disposition of Confederate schooner Dodge.

HEADQUARTERS MILITARY SUBDISTRICT OF HOUSTON,
Houston, October 31, 1862.

SIR: Your communication of the 30th instant has been duly received.

My orders concerning the crew and armament of the *Dodge* were issued in consequence of orders received from above. I am instructed to obstruct and guard the mouths of streams emptying in the bay of Galveston. To do this I must have sailors and rowboats. I have none at my disposal except the crew and boats of the cutter *Dodge*, which I am ordered to place in service if possible. I can give no orders to you personally and to your officers, who do not belong to the War Department. It was therefore necessary to place both the crew and vessel in command of some officer who would receive my orders. It would have been much more pleasant for me, and I am sure much more advantageous to the service of the country, if you and myself could have concurred harmoniously in defending the coast. I understood you to say to me, and I heard it also stated by others, that it was your intention to transport overland, by means of wagons hired for that purpose, all the movable parts of the rigging of the *Dodge* to Mr. Washington's plantation. I understand that this plantation is situated on the Trinity 40 miles beyond Liberty, above the ordinary navigation of that river. This I call far in the interior, at least for naval forces, which can be used more advantageously on the coast. It is difficult at war not to endanger some property. Too great a regard for it might be followed by wrong results.

Your statement that "my orders to you are subversive of order and tending to injurious results" is a double charge which can not now be tried or disposed of by me. A court-martial is the only authority competent to take cognizance of it.

With a deep regret to observe that this unpleasant controversy between you and me, which is not of my own seeking, tends to

degenerate with you in a personal ill-feeling, in which I do not partake, I beg to assure you of my sentiments of respect.

X. B. DEBRAY,

Colonel, Commanding Military Subdistrict of Houston.

Commander W. W. HUNTER, C. S. Navy,
Lynchburg.

Report of Lieutenant Conklin, U. S. Army, regarding engagement between Federal steamers and Confederate batteries at Lavaca, Tex.

HEADQUARTERS,

Lavaca, Tex., November 1, 1862.

SIR: By order of Major Daniel D. Shea, commanding this post, I have the honor to make, for the information of the general commanding this district, the following report of an engagement between the Federal steamers and the batteries at this point:

On the morning of October 31 two Federal steamers appeared in sight, evidently steering for this place. About 11 a. m. they arrived within a short distance, when they cast anchor. At 1 p. m. they sent a boat with a flag of truce on shore, which was met by Major Shea, accompanied by four of the citizens of the town. A short interview succeeded, during which a demand was made for the surrender of the town. They were answered by the commanding officer that he was there to defend it, and should do so to the best of his ability with all the means he had at hand. A demand was then made for time to remove the women, children, and sick persons from town. The officer in charge of the flag replied that one hour was the time he was authorized to grant, but in consideration of the fact that an epidemic (yellow fever) was still raging in the town, he would extend the time to one hour and a half, at the expiration of which period they moved up abreast the town and opened fire from both steamers upon both the town and batteries. At this time there were many women and children still in the place; they having been unable, for want of time, to leave. Our batteries promptly returned the fire. Captain John A. Vernon commanded one of the batteries, assisted by Lieutenant T. D. Woodward, and Captain J. M. Reuss, assisted by Lieutenants O. L. Schnaubert and G. French, the other, and nobly did both officers and men perform their duty, working their guns as coolly as though on inspection, while a perfect storm of shot and shell rained around them. And this, although yellow fever had decimated their ranks, and that many of the men who manned the batteries had but partially recovered from the fever, entitles them to the highest praise. The steamers were struck several times and one of them partially disabled, as they immediately steamed off out of range of our batteries, where they again cast anchor and kept up a steady fire upon the town and batteries until night shut in.

On next morning, November 1, they again opened fire upon the town and batteries, but owing to their being entirely out of range of our guns we did not reply to them. At about 11 a. m. they ceased their fire and steamed down the bay in the direction of Indianola, having in tow the schooner *Leocomp*, which they had captured in the bay a few days before. One of the steamers went outside the bar and

steered in the direction of Galveston, probably for a mortar boat or some other additional force to assist them.

I am glad to report that no lives were lost on our side, but the enemy succeeded in doing considerable damage to the town, tearing up the streets and riddling the houses and otherwise damaging the place. The enemy fired in all 252 shots and shell, 174 the first day and 78 the second, nearly all of them from 32 and 64 pounder rifled guns.

* * * * *

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

GEORGE E. CONKLIN,
Lieutenant and Adjutant.

Major E. F. GRAY,

Acting Assistant Adjutant-General, San Antonio, Tex.

Report of Commander Hunter, U. S. Navy, regarding operations in vicinity of Galveston, Tex., and disposition Confederate schooner Dodge.

CONFEDERATE SCHOONER DODGE,
Off San Jacinto, Tex., November 2, 1862.

SIR: I had the honor to transmit you by mail my last report from this place in the latter part of September. Since that period the enemy have, on the 4th of October, occupied with eight vessels, the waters commanding the city of Galveston. Our troops left the city the same day, and retired to an earthwork at Virginia Point, commanding the railway bridge from the island to the mainland. Soon after this the enemy landed at Galveston, hoisted and lowered their flag and retired to their vessels, taking position to control the city, which has not yet been occupied by their forces. The enemy have ascended Calcasieu Lake and River and captured a small river steamer called the *Dan*, which, after arming, they entered Sabine Pass and burned a railway bridge, distant 12 miles above the pass on the railway leading from the pass and above the barracks there. They have since captured Indianola, Matagorda, and Powderhorn, which are on Matagorda Bay. The enemy having a naval force competent to control the waters of Galveston Bay, and of a character to reach and capture this vessel, I have prepared her for prompt destruction, should it become necessary to do so. I had prepared the means to remove by transportation overland all her valuable material to the Trinity River, as well as the crew, to a position where the latter can be subsisted, and from its character would be, in my judgment, most eligibly disposed of to act with auxiliaries in the vicinity now organized to obstruct the Trinity River, and be in the best position to defend eastern Texas. With this view, I, with great difficulty, obtained suitable arms. By the authority of the commanding general—through a subordinate in command of submilitary district of Houston—my preparations and plans to that end have been broken up by an order most extraordinary and, in my judgment, unlawful, from Colonel X. B. Debray, commanding interior military district of Houston. He has taken the crew of this vessel and the arms which I had procured, and he has placed them under some one appointed to command a river steamer, which, in my opinion, is of no use whatever except as a lookout boat,

and must be lost or destroyed on the approach of the enemy in force in these waters. In that event the personnel and materiel of this vessel which you have confided to my charge will be uselessly sacrificed. I have in no wise been consulted or advised with in these measures. I have repelled them to the verge of resistance from a sense of both the public interest and of the high-handed disregard of the authority and responsibility which you have confided to me.

The condition of this vessel is such that till docked and refitted she can not be made available for sea service. Her bottom is so eaten by worms as to make regular pumping necessary to keep her afloat. Her crew have been taken from her, leaving barely sufficient for this purpose. Every man of the crew has been sick and is yet infirm, and all the officers except myself are now too ill to attend to duty—without adequate medicines or medical aid. I have done the best I could under the circumstances. If not thwarted in the execution of my duties, I feel that with the means you have placed in my hands I can be essentially useful here.

I most earnestly call your attention to the inutility of being placed under the control of new-born subordinates, who claim to have authority from the commanding general to dispose of this vessel, transfer her crew, and appropriate her materiel, and control the detail and minutia of the command with which you have charged me—all of which can not fail to be subversive of order and tending to injurious results.

I am, with great respect,

W. W. HUNTER,
Commander, C. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy.

Report of Commander Hunter, C. S. Navy, regarding the transfer of the schooner Dodge to the Army authorities.

Before giving the statement you demand of the action of Colonel Debray in taking from the C. S. schooner *Dodge* the men and arms under my command, I would respectfully suggest that my statement to the Secretary of the Navy of November 2, 1862, is not properly designated as a complaint against Colonel Debray. I complained of the action taken by him as interfering with my rights and duties, but I did not assume to decide whether he was justified by the order under which he claimed to act.

With the sanction and by the authority of the Secretary of the Confederate States Navy, I had taken charge of the *Dodge* and had entered her crew, procured arms for them, and taken such other steps as made her essentially a portion of the Confederate States Navy. As the highest naval officer on this station I was responsible for the vessel, crew, and everything pertaining to her. The forcible seizure of part of her crew and arms, etc., their transfer to the military service, was illegal, and did not relieve me from this responsibility. Such a seizure was a violation of my compact with the men on entering them. They had been enlisted for the Navy and could not be transferred to the military service unless first discharged and reenlisted or conscripted. They remonstrated against it, and were only prevented from rebellion by my personal persuasions and influence. It was, in fact, an impressment into a service which they had not agreed to enter.

In his letter, No. 7, Colonel Debray acknowledges that he could give no orders to me and says that it was therefore necessary to place the crew and vessel in command of some officer who would receive his orders. If he could give me no orders within the legitimate sphere of our respective duties, by what right could he assume to give me an order which trampled down the barriers between the two services, took forcibly from the Navy what rightfully belonged to it, and in effect deposed me from the only command left me in Texas in order to give it to some one to whom he could give orders? This action seemed to me to be an outrage on my authority and that of the Naval Department which I represented, and a wanton and unprovoked conflict between the two branches of the service. As such, it was my duty to complain of it to the Naval Department, but I did not then, nor do I now, assume to decide where the responsibility rests.

With regard to the action of Colonel Debray in carrying out these orders, it is, perhaps, sufficiently explained by the correspondence already given. But there may be some matters in that correspondence requiring further explanation from me.

In letter No. 7, he says: "It would have been much more pleasant to me, and I am sure more advantageous to the service of the country, if you and myself could have concurred harmoniously in defending the coast;" thus indirectly imputing to me the fault in such want of concurrence, and seeming to suggest this also as a reason for the high-handed measure of virtually depriving me of my command. Yet, when, in conformity with his request in letter No. 1, I went to Houston for the purpose of consulting on organizing a coast-guard service, the subject was not even mentioned to me by him.

In letter No. 4 he proposed to me to superintend the building of gunboats on the vague and indefinite basis of means offered by the people. I asked to be more fully informed of the people and their plan before deciding. The subject was not again mentioned to me. How could I concur, when no opportunity was offered and no orders given me to do so?

Letters Nos. 5 and 7 contain a protest and other unwarrantable and offensive interferences with the discharge of a duty pertaining exclusively to me as a naval officer, the preservation of naval property in my charge. Galveston was in the hands of the enemy, Lynchburg, where the *Dodge* lay, was liable to be taken at any time by a night attack. I had been deprived of all naval command at Galveston and had been thrown back on this single vessel at Lynchburg, which belonged to the Naval Department, and I had been ordered by the commanding general to use my own discretion with regard to her. Whatever may be the present position of Texas in consequence of the daring and success of the general now commanding, everyone knows that our coast was then at the mercy of the enemy and their own prisoners stated that they were about to take possession of Lynchburg when Galveston was captured.

Having no means of defending the naval property in my charge, it was clearly my duty to save it from falling into the hands of the enemy. The responsibility of deciding how this should be done rested entirely on myself, and any interference by an officer of the Army with my discharge of such a duty I consider to have been unwarranted, improper, and beyond the sphere of his legitimate rights and duties.

If, therefore, it should be held that the illegal action of Colonel Debray in this matter was sanctioned by the orders under which he acted, I consider that I have a right to complain that his action and correspondence were characterized by unjust imputations and insinuations against myself and by unwarranted interference with the discharge of duties which belonged peculiarly to me as a naval commander.

I am, very respectfully,

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

[Brigadier-General P. O. HÉBERT.]

Report of Lieutenant-Colonel Spaight, U. S. Army, of affair at Sabine Pass, Texas.

HEADQUARTERS SPAIGHT'S BATTALION,
Beaumont, [Tex.], November 3, 1862.

SIR: I beg leave to report that on Wednesday night, 29th ultimo, a small portion of my command, consisting of Company A, commanded by Captain Marsh, had a slight affair with the enemy at Sabine Pass. Under instructions to seek every opportunity of inflicting damage on the enemy, he posted his men about nightfall below the town on the pass and awaited the approach of the steamer *Dan*, with a schooner in tow, then making her way up the channel.

As soon as the boats came in point-blank range of his carbines (about 100 yards) he opened fire upon them and continued the fire until they swung around out of range and opened upon him with canister and grape. He then withdrew without loss. Captain Marsh is sure, from the fact that the decks of both vessels were crowded with men who were distinctly visible by moonlight, that the fire was deliberate, that screams and groans arose from the vessels, and that the yellow flag at halfmast was displayed for the two succeeding days, that his fire did some execution. We have no means of ascertaining the loss of the enemy, but it is conjectured that it could not have been less than 25 to 30. They then shelled the town, without material damage. On the next morning, after throwing shot and shell vehemently in the vicinity, they sent out a party under the protection of their guns and burned Wingate's mill and dwelling and Stamp's dwelling. The fire upon them was used as a pretext for destroying this property, but it was doomed to destruction with or without a pretext. Several days previously they had told the citizens to burn the lumber at the mill for firewood, for Wingate's and Stamp's property was confiscated to the United States Government.

Unless otherwise ordered, I shall fire upon them whenever I can do so with effect, and whenever they take a position within range of my mountain howitzers I shall bring them to bear upon them. I do not believe that security to private property can be purchased by withholding our hands.

Your obedient servant,

A. W. SPAIGHT,
Lieutenant-Colonel, Commanding.

Lieutenant R. M. FRANKLIN,
Assistant Adjutant-General.

Letter from Colonel Hamilton Washington to Commander Hunter, C. S. Navy, reporting arrival of property placed under his care.

COASHATTA VILLAGE, [TEX.], November 6, 1862.

MY DEAR SIR: All five of the wagons arrived here safely last evening. My nephew will tell you of the disposition made of their contents. Rest assured that they will receive from me a degree of care and watchfulness far beyond what I would give to my own property.

Before receiving your kind favor through my nephew I had learned from the newspapers of General Magruder's appointment. It gave me great pleasure for many reasons, not the least prominent of which was the hope that it would relieve you from your painful and embarrassing situation. I only know him by report as a gallant and able officer, and a Virginian, and a gentleman. This is enough to insure that he will do you justice and at the same time give us a chance to defend ourselves and break up the rule of the thieves, fools, and vagabonds who are plundering the Confederate States treasury, disgracing our State, and discouraging every effort and paralyzing every energy of the people. May there not be reason to hope that he will acquiesce in your coming up here and taking command of the defense of our river, as the time has passed when you might have been of service nearer the coast. If he should insist on your remaining nearer to himself, I must run down and try to make some arrangement to obtain the intervention of the Government authority and superintendence for closing the navigation of our river and defending ourselves.

As the object for which I sent down the wagons partially failed, do not forget what I said to you about them—that if paying for them would embarrass you in the slightest degree in settling your accounts with the Government, I should prefer to lose the corn and the hire of the wagons and teams; but if you should consider it more proper, or it would be more agreeable to you to pay for them, I should prefer that you would fix the rates yourself and pay only at such a time as you might find convenient.

Mr. Isaacs begs that I will mention to you his son Wesley. He went down about two months ago to enter the service under you. You told him to remain with his father and be ready to aid him in coming up with the wagons. He did so, but as his health was very bad he is not willing to receive any pay for the two months he stayed. He does not return, partly because his health is still too bad to be of any service to you and partly because he does not know whether you still consider him in your employment. He would be very grateful to be allowed still to consider himself in the service under you, to report to you as soon as he shall be well enough to be of use, drawing no pay in the meantime. I do not know whether you can still use him where you are, but if you come here he would be valuable. He is a good woodsman, well acquainted with the river and cane brakes, and a young man of fine principles and character and entirely reliable. If you would be willing to retain him, would it be consistent with your ideas of duty to give him a leave of absence, or a sick furlough, or anything that would prevent him being taken from you by the conscript law? He has not health enough to be of use in the regular service, but enough, I think, to be of use to you, and he is most anxious to do anything and all that he can. If taken under the conscript law, his state of health is such that his life would be sacrificed in a

short time, or he would be compelled to plead the disability of ill health, which he wishes to avoid. I promised his father to mention the facts to you, leaving the matter entirely to your own consideration. If you can use him, I can recommend him as of excellent habits and good business capacity. He can be entirely depended on to perform any duty intrusted to him within the limits of his ability.

I shall be very anxious to hear from you as soon as General Magruder assumes the command. May I beg the favor of a line from you when your movements, present and future, are decided? Letters reach me regularly mailed in Houston and addressed to Smithfield Post-office, Polk County, Tex.

Very respectfully, your friend and obedient servant,

H. WASHINGTON.

Commander W. W. HUNTER.

P. S.—November 7. I open my letter to explain my nephew's delay in returning. He arrived here quite sick with cold and sore throat. Said he would stay one day (yesterday) and get well enough to return. Last evening he became much more unwell, took medicine, and in the night had a severe chill and fever. He is better to-day and hopes to be well enough to go to-morrow, but I doubt it. If he should not be, I will send his brother, John B., to take back the hired horse and relieve you from any anxiety. I would have sent him to-day, but he, too, was unwell and only succeeded in stopping his chills to-day. H. B. will return as soon as he is able.

H. W.

Correspondence regarding the shipment of specie to England from Mobile, Ala.

Letter from the president of the Bank of Mobile to the acting British consul at Mobile.

BANK OF MOBILE,
Mobile, November 11, 1862.

DEAR SIR: The State of Alabama is very anxious to insure to its creditors their dues to the utmost fraction, notwithstanding the obstacles now thrown in the way by the United States Government to prevent creditors in the Confederate States from meeting their obligations.

This State will owe, the coming year, in payment of its interest, coupons in bonds due British subjects, some forty thousand pounds sterling, which coupons are payable at the Union Bank and at the counting house of the Messrs. Rothschild, in London. The State is not only anxious but determined, if possible, to continue to protect its credit and promptly meet its obligations as heretofore; also to fulfill strictly its promises to its foreign creditors, both in regard to the payment of its dues as well as its promised places of payment. With this view, will you allow me to invoke your kind aid in behalf of the State and this bank, which has acted as the fiscal agent of the State for many years past, in the payment of its foreign interest, to fulfill its obligations, which is of the utmost importance in every point of view both to the State of Alabama and its foreign creditors.

I have now to ask the favor of your ascertaining from the British

minister at Washington (or through any other channel), if this bank can be allowed to place in your hands the sum necessary, in coin, for transmission to England, by the first favorable opportunity, at the expense of the State, for the purpose mentioned.

I must ask you kindly to give me as early a reply to this communication as your convenience will permit.

I am, very respectfully, your obedient servant,
 CHARLES WALSH,
President.

Letter from the acting British consul to the president of the Bank of Mobile.

MOBILE, *November 14, 1862.*

SIR: Your favor of the 11th current duly received, and, referring to its contents, I beg leave to inform you that I sent yesterday, by an opportunity to New Orleans, a dispatch to her British Majesty's consul there, stating the gist of your desire, and asked if H. M. S. *Rinaldo*, Captain Howett, now at New Orleans, could not be sent to this place in order to receive from you the specie, take it hence to Havana, and allow the consul-general of Great Britain to forward it, per steamer, to London.

If I fail here, I will invoke the aid of Lord Lyons at Washington.

I am, etc.,

JAMES MAGEE,
Acting British Consul.

CHARLES WALSH, Esq.,
President, etc.

Letter from the president of the Bank of Mobile to the acting British consul.

DEAR SIR: I do hereby certify that the 31 kegs of specie, marked B. M., containing each \$5,000, altogether \$155,000, handed over to you by this institution for the purpose of having the same delivered to H. Bell, consul-general at Havana, and to be transmitted thence to England, to the consignment of the Union Bank of London, by the British mail steamer, is for the purpose of paying dues to British subjects from the State of Alabama, and is the property and belongs to the subjects of her Britannic Majesty.

Very respectfully, your obedient servant,

CHARLES WALSH,
President.

Letter from Commander Hunter, U. S. Navy, to Master Appel, U. S. Navy.

CONFEDERATE SCHOONER DODGE,
Off San Jacinto, November 13, 1862.

SIR: I have this day received and forwarded to the honorable Navy Department your resignation. Until the pleasure of the honorable Navy Department is communicated to me in relation to this matter, you will consider yourself suspended from duty and keep within the precinct of your residence, subject to my orders. You will in no wise

communicate officially with any military authority, except through me, whilst you are under my command.

Respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Master P. F. APPEL, C. S. Navy.

Report of Captain Faries, C. S. Army, of affair at Petite Anse Island, Louisiana.

QUARTERS FARIES' BATTERY, P. L. A.,
FIRST BRIGADE INFANTRY FORCES SOUTH OF RED RIVER,
Camp Bisland, Bayou Teche, November 26, 1862.

SIR: I have the honor to report that, agreeably to orders, the right and left sections of this battery, viz, two 3-inch rifles and two 12-pounder bronze field howitzers, were put on the steam transport *Hart* about 1 o'clock a. m. on the morning of the 19th of November, instant, to proceed to Petite Anse Island, on Vermilion Bay, via Bayou Teche (three caissons being sent by land). The steamer with the four pieces reached New Iberia the same day, and the command bivouacked at night 9 miles beyond that point, near the end of the causeway connecting the mainland, or prairie, with the island. This causeway was built through a sea marsh, subject to tidal action; the road over it had become impassable from the action of frequent rains on the soft soil. On the 20th instant, after much trouble and delay, succeeded in crossing to the island by removing the six-horse teams in each carriage and substituting oxen in their stead. On the same day the left, or howitzer section, under Second Lieutenant Oscar Gaudet, took position on the outskirts of a narrow strip of woods on the sea front of the island, bordering the sea marsh which surrounds the island. A small bayou runs through the marsh from the island to the bay, distant some $1\frac{1}{2}$ miles. Two gunboats of the enemy could be seen in the mouth of this bayou, but beyond the range of the howitzers posted within range of their heavy guns. On Friday, the 21st instant, the enemy having landed by means of boats a small body of men, five spherical case were fired as they approached Lieutenant Gaudet's position, which caused them to disperse and retire hastily to their boats, dragging with them a number of dead or wounded men.

The right section, two 3-inch rifles (iron), from their position on an elevated part of the island, opened fire on the 22d instant upon the gunboats of the enemy, distant about $1\frac{1}{2}$ miles. After firing thirty-three shot and shell, and finding that only a few reached the gunboats, ceased firing and moved the section below the hill. Immediately after, a shell from one of the gunboats struck the ground just where Lieutenant Winchester, the chief of the section, had been posted.

The two sections remained at Petite Anse Island until Monday morning, 24th instant, at 5:30 o'clock a. m., when orders were received to return to this post. Marching some 10 miles to New Iberia, the two sections were placed on the steamers *Darby* and *Hart* and reached here at 3 o'clock a. m. on the morning of the 25th instant in good order (excepting the breaking of one pole and two sponge staffs), considering the very scant subsistence furnished the men and horses.

The cartridges furnished by the ordnance department from the arsenal at New Iberia for the 3-inch rifles proved to be filled with very inferior powder and unfit for use. This I trust will account for the absence of effective execution by these two guns.

I enclose herewith a detailed report of First Lieutenant B. F. Winchester, the senior officer commanding the two sections.

I am, very respectfully, your obedient servant,

T. A. FARIES,

Captain, Commanding Battery.

Captain R. C. BOND,
Chief of Artillery.

Letter from the Secretary of State to the Secretary of the Treasury, regarding offer by foreign consuls at Monterey, Mexico, to purchase cotton.

DEPARTMENT OF STATE,
Richmond, November 27, 1862.

SIR: Mr. J. A. Quinterro, confidential agent of this Department at Monterey, Mexico, in his letter of 17th October, just received, makes the following statement, which may be of interest to the Treasury Department:

The foreign consuls in this city inform me that they could furnish the Confederate States any amount of specie for cotton. They would receive the cotton either at San Antonio, Eagle Pass, Roma, or Goliad, Texas. Four or five hundred wagons for transportation could be obtained here and in the adjoining States. Many of the merchants here and in Matamoras have sent agents to Texas to buy cotton, the payment to be made in specie. The trade is now very large.

Very respectfully, etc.,

J. P. BENJAMIN,
Secretary of State.

Hon. C. G. MEMMINGER,
Secretary of the Treasury.

Report of Colonel Witt, C. S. Army, of skirmish on Bayou Bonfouca, Louisiana.

HEADQUARTERS,
Ponchatoula, La., December 1, 1862.

SIR: I have the honor to report that a scouting party of 25 men, under my orders, belonging to Captain Bredow's company of Partisan Rangers, commanded by Lieutenant Evans, attacked Federal steamboat *G. Brown*, mounting 2 guns. Lieutenant Evans reports killing 2 men and mortally wounding 1 on said boat. The boat was running up the river Bonfouca, 60 miles east of here and 10 miles from Fort Pike. After the first fire she backed down the river, shelling the woods as she went.

I have the honor further to report that at this time there are no boats in the lakes. I would also report that the Federals have made an encampment 40 miles above New Orleans on the Mississippi River, at Luke's plantation, and I have reliable information that they have moved 30 miles on the Mississippi River above the encampment. However, this will come under General Beall's notice, it

being not far below Baton Rouge. Only 2,000 Federals reported in New Orleans at this time by persons coming out.

I am, general, very respectfully, your obedient servant,
A. R. WITT,
Colonel, Commanding Post.

Lieutenant-General PEMBERTON.

Order of Lieutenant Maffitt, C. S. Navy, commanding C. S. S. Florida, to Lieutenant Averett, C. S. Navy.

C. S. S. FLORIDA,
Mobile Bay, December 5, 1862.

SIR: Efficiency is the great consideration with the C. S. Navy. Perfect the crew of this vessel.

Go to night quarters frequently, and think only of the great and grand object in view: Southern success, Southern independence, Southern chivalry. So far as God gives us the opportunity, let us, to the full extent of our ability, illustrate the Confederate States Navy.

I am, very respectfully, yours,

J. N. MAFFITT,
Commanding Florida.

Lieutenant AVERETT,
Executive, C. S. S. Florida.

Report of Commander Hunter, C. S. Navy, regarding condition of Confederate schooner Dodge.

HOUSTON, TEXAS, December 8, 1862.

GENERAL: You were pleased to direct me to state to you the present condition of the Confederate schooner *Dodge*. The *Dodge* is near the mouth of the San Jacinto River, dismantled, with part of her apparel placed on shore in the neighborhood. The vessel's bottom is so eaten by worms as to require regular pumping to keep her afloat. Her sides and decks are open and leaky. She is not available for service without extensive repairs and refitting. Her crew, with the exception of one man, sufficient to keep her afloat, have recently been transferred, with arms and ammunition, to the steamer *Bayou City*, by order of General P. O. Hébert, C. S. Army, transmitted to me through Colonel X. B. Debray.

The *Dodge* being thus rendered defenseless and in no condition for service, I have prepared her for prompt destruction should this or the alternative of her falling into the hands of the enemy be submitted. I am now without the means of effective naval action against the enemy, who is now in possession of the adjacent coast and waters. May I not next in usefulness be employed in obstructing and defending the approach of the enemy to the interior by the way of the rivers?

I am, respectfully,

W. W. HUNTER,
Commander, C. S. Navy,
Superintending Coast Defenses of Texas.

Major-General JOHN B. MAGRUDER, C. S. Army,
Commanding Military Division, including State of Texas.

Order of Major-General Magruder, C. S. Army, to Commander Hunter, C. S. Navy, regarding disposition of Confederate schooner Dodge.

HDQRS. DISTRICT OF TEXAS, NEW MEXICO, AND ARIZONA,
Houston, Tex., December 8, 1862.

SIR: I am instructed by Major-General J. B. Magruder to acknowledge the receipt of your communication of this date, and to communicate to you his endorsement thereon:

Commander Hunter will turn over to the quartermaster's department the sails, rigging, tanks, and all appurtenances of the schooner *Dodge*, for the use of the department. Also the schooner herself, after she is dismantled, the latter to be sunk, if suitable for that purpose in the opinion of Major Kellersberg, at any of the obstructions.

He will turn over the largest of the boats, with its sails, oars, etc., also, to the quartermaster, who will cause her to be assigned to Signal Sergeant Buckner, for the signal service. Commander Hunter will then, with Captain Rogers and the crew now on board the *Dodge*, take charge of the defenses on the Trinity River above Liberty, and report from time to time to these headquarters the state of the rivers for the information of the commanding general.

Captain Hunter will place himself in communication with Major H. Washington on the Trinity, and afford him all the assistance in his power.

I am, sir, very respectfully, your obedient servant,
E. P. TURNER,
Assistant Adjutant-General.

Commander [W. W.] HUNTER.

Letter from E. H. Cushing to Major-General Magruder, C. S. Army, regarding the appearance of five Federal vessels at Sabine Pass.

DECEMBER 10, 1862.

DEAR SIR: I am informed by letter from a reliable person at Beaumont that five vessels appeared off Sabine Pass on the 7th and attempted to come in, but failed for want of sufficient water. They were still outside when his informant left. They held communication with the Federal vessels inside. Their character is one transport, one large steamer, one propeller, and two schooners. Thinking that possibly the information may not have reached you, I send it in. Have you any late Northern papers you could lend me?

Very respectfully,

E. H. CUSHING.

Major-General MAGRUDER.

[Endorsement.]

Colonel Debray will please send copy of this to Major Leon Smith, who has gone to Niblett's Bluff, [La.], and also station a company of cavalry near Sabine Pass to keep watch upon the enemy's movements and report such at once to these headquarters.

By command of Major-General Magruder:

H. M. STANNARD,
Aid-de-Camp.

Letter from Chief of Bureau of Orders and Detail to Master Appel, C. S. Navy, revoking appointment.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, December 13, 1862.

SIR: Your appointment as acting master in the Navy of the Confederate States is hereby revoked. The paymaster will pay you up to this date.

Respectfully, your obedient servant,

F. FORREST,
Chief of Bureau.

P. F. APPEL, Esq.,
San Jacinto, Tex.

Report of Commander Hunter, C. S. Navy, regarding disposition of Confederate schooner Dodge.

CONFEDERATE SCHOONER DODGE,
Off San Jacinto, December 15, 1862.

GENERAL: In addition to your order to me for service on the Trinity River, I have made every preparation to promptly execute the same by dispatching the provisions, boat, and baggage of my command, relying confidently that (as you had directed) the quartermaster's agent would be ready to produce his receipt for the Confederate schooner *Dodge* and her apparel, in accordance with the official invoice of the same held by me. The agent alluded to, Mr. Chubb, has presented himself without any receipts other than those that he may please to give, and with none from the quartermaster. I will therefore be compelled to leave Captain W. F. Rogers to turn over the vessel and join me as he can, as soon as possible. I will leave the vessel in his charge with one man of the crew. I would remark that transportation in the direction I am going, with my limited means, is almost impossible to be obtained. I must therefore avail myself of that which I now have.

The agent of the quartermaster (Mr. Chubb) acknowledges that he has been shown all things in accordance with the invoice, yet affirms that he must make inventory of every specific material in the equipment of the vessel—in short, his not having been furnished with the proper receipts from a responsible officer (as I know that you had in my presence directed) may very much embarrass me. I earnestly request such instructions may be given as will enable me to have, as soon as possible, the services of Captain Rogers and the useful man which I am now compelled to leave with him.

I am, very respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Major-General J. B. MAGRUDER, C. S. Army,
Commanding District of Texas, New Mexico, and Arizona.

Order of Commander Hunter, C. S. Navy, to Captain Rogers, regarding disposition of Confederate schooner Dodge.

C. S. SCHOONER DODGE,
Off San Jacinto, December 15, 1862.

On receiving from the quartermaster or any authenticated officer from the commanding general a receipt for the C. S. schooner *Dodge* and her apparel, now near San Jacinto, which shall be in accordance with the official invoice of the same, which is herewith handed you, you will deliver the same to him and proceed with all dispatch with whoever may remain with you of the crew under your command to join me at Captain Hamilton Washington's plantation on the Trinity River.

I am, respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Captain W. F. ROGERS,
Commanding Schooner Dodge.

P. S.—My orders and my duty require my immediate departure for the Trinity River.

Journal of Commander W. W. Hunter, C. S. Navy.

CONFEDERATE SCHOONER DODGE,
Off San Jacinto, Tex., December 16, 1862.

By order of Major-General J. B. Magruder, C. P. A., employed wagons and transported to Colonel Hamilton Washington's plantation on Trinity River, Polk County, Texas, under orders to obstruct and defend Trinity River and eastern Texas, William W. Hunter, commander, C. S. Navy; Henry Otienhapp, carpenter; Samuel Botts, seaman; Mr. William Beazley, captain's clerk; Mr. Chester Cugdon, boatswain; John McCann, quartermaster; William Bedgac, seaman; Hamilton Beazley, seaman; Andrew I. Isaacs, seaman. Left Captain W. F. Rogers, commanding schooner *Dodge*, and Frank Dellbrett, acting officer's steward, on board schooner *Dodge*, to deliver up the vessel to the quartermaster on the presentation of proper receipts for the same, in obedience to orders from the commanding general.

December 18, 1862.—Arrived at Colonel Washington's plantation, Trinity River.

December 19.—Hutted the men and prepared to construct boats for work on Trinity River.

December 20.—Employed as yesterday and in selecting proper positions to construct barriers on Trinity River and in collecting men, materials, etc. Mr. Isaacs, with wagons, boats, oars, sail, cooking utensils, baggage of men, arrived at Trinity River. Employed as yesterday collecting armed men and laborers to obstruct and defend Trinity River.

December 21.—Sabbath. Weather calm.

December 22.—Monday. Employed with Mr. Carr in examining the country and selecting a suitable place for barricades of the Trinity River, that which I call the upper one. Determined to place it below the mouth of Maynard's Creek, 10 miles by the river from Colonel Washington's and 4 miles by land. The next at Tanner's Bluff, about

60 miles below Colonel Washington's plantation and about 40 miles above Liberty. The next by floating timber and rafts near [New Orleans and Texas] Railway bridge at Liberty. Taking measures to obtain a levy in mass of the people of the neighboring country, under and over age, for defense of barriers and country adjacent. Appointed Mr. William Herbert Beazley clerk to Commander W. W. Hunter, C. S. Navy, from the day of his performance of that duty, viz, September 7, 1862, at San Jacinto, Tex.

December 25.—Dispatched by mail monthly report to honorable Navy Department, and dated 24th December, 1862, and also to Paymaster John W. Nixon, paymaster, C. S. Navy, at Jackson, State of Mississippi, a letter with estimate for funds for six months from January 1, 1863, for my naval command, for \$6,050, mailed at Smithfield, Polk County, Tex. This being Christmas Day, rested the men from labor. At 1 p. m. Captain W. F. Rogers and Frank Dellbrett (officers' steward) arrived at Colonel Washington's, having delivered the schooner *Dodge* to the quartermaster by order of General Magruder at San Jacinto, on the — day of December, 1862.

December 26.—Weather cloudy, wind north. I note having entered Wesley Isaacs as a seaman in the C. S. Navy on the 1st day of December, 1862. His services are essential in my duties barricading the Trinity River. Employed felling timber and making scows, with nine of Colonel Hamilton Washington's negroes, who have been so engaged since the 19th of this month.

December 27.—Clear, with a north wind.

December 29.—Monday. Weather dark and drizzling. Employed constructing scows on Trinity River. Collecting ox horns to make powderhorns. Collecting schooners to form barriers to river, with ox teams, boats, etc. Collecting old arms for repair, to arm the laborers, etc. Learned that the advance of an army of the enemy had landed at Galveston and Bolivar Point on the 24th instant, and that seven transports more with troops were daily expected at the same place. At 1 p. m. Mr. Samuel Isaacs delivered a wagon load of provisions and public property from the Confederate schooner *Dodge* from San Jacinto to Trinity River, distant 75 miles, in Polk County, Tex.

December 30, 31.—Employed building scows to obstruct Trinity River.

January 1, 1863.—Employed arranging arms and ammunition and distributing these in readiness to meet any outbreak of negroes and for service against the enemy.

January 2.—Paid Wesley Isaacs \$20 for a beef for rations for my naval command. Employed building scows.

January 3.—Employed as yesterday and in collecting laborers and material to obstruct Trinity River. Learned by General Magruder's published official report that on the morning of the 1st of January, instant, he had captured 600 prisoners, Massachusetts Forty-second Regiment, and by troops on board our two river steamers, viz, the *Bayou City* and *Neptune*, under command of Major Leon Smith, captured by boarding in Galveston Bay the Federal steamer *Harriet Lane*, two transport barks, and one schooner.

January 4.—Sabbath day. Weather clear and pleasant.

January 5.—Monday. Employed building scows and in collecting laborers to obstruct Trinity River.

January 6.—Weather clear. Employed same as yesterday.

January 7.—Weather clear, wind N. W. Reported to the honorable Navy Department an account of the attack on Galveston and the capture of the Forty-second Regiment Massachusetts troops, with the steamer *Harriet Lane*, barks *Elias Pike* and *Cavallo*, and a pilot boat schooner. The rest of the enemy's squadron, viz, the *Owasco* and *Clifton* and a small propeller, making their escape with flags of truce flying. The enemy also burned, blew up, and abandoned their steamer, the *Westfield*, of eight guns. Employed as yesterday building scows and collecting laborers to obstruct Trinity River.

January 8.—Wind N. E., with rain. Employed as yesterday.

January 9.—Wind N. E.; cloudy. Employed as yesterday. Received on the 8th (yesterday) and forwarded to Major H. Washington in one of the adjoining counties a dispatch from the commanding general and reported the same by the messenger to headquarters.

January 10, 11.—Weather clear; wind northward. Employed building boats for Trinity River. Reported work and service to General Magruder.

January 12.—Weather cloudy; wind from the northward. Arranged in council with head men of Cachattu [Coashatta?] and Alabama Indians for the services of their warriors and signals for their assembling. Repairing arms, etc. Learned that the *Brooklyn*, steam sloop, had resumed the blockade of Galveston.

January 13.—Employed building scows on Trinity River.

January 14.—Weather rainy. Colonel Washington dispatched one-third of his laborers with provisions and tools toward Galveston, in answer to a call from the commanding general. The streams found to be impassable; laborers delayed in progress.

January 15.—Weather very cold; ice formed three-fourths inch thick. Working party returned, to be forwarded by the way of Liberty. John McCann, quartermaster, very ill of pneumonia.

January 16.—Weather clear and cold; wind north. Employed constructing huts for the men and building scows.

January 17.—Dispatched one-third of Colonel H. Washington's laborers by the way of Liberty to Galveston, on the call of the commanding general. Weather cloudy; wind easterly. Sent to Liberty \$20 to purchase medicines, by Mr. Beazley.

January 18 to February 3.—Employed as usual building scows, etc. On the 3d finished and brought one of the scows to Colonel H. Washington's and proceeded with her up the Trinity River for corn for food and forage.

February 4 to February 9.—Employed collecting provisions, grain, etc., for food and forage. Storing the same and building scows.

February 10.—Tuesday. Wind south and east; weather clear. Employed making tents for naval command. Mailed monthly report to the honorable Navy Department.

February 11 to February 15.—Employed as usual. Mailed to Captain Edmund P. Turner, assistant adjutant-general of General Magruder's staff, at Houston, Tex., a letter and requisition for and on Paymaster John W. Nixon, C. S. Navy, at Jackson, State of Mississippi, for funds for my naval command for six months from 1st January, 1863, to be forwarded to him, this being the triplicate, the original and duplicate having been mailed to him from Smithfield, Polk County, Tex., on the 24th of December, 1862, and the mail

following that date, and no reply having been received by me, W. W. Hunter, commander, C. S. Navy.

February 16.—Tuesday. Employed as yesterday.

February 17.—Wednesday. Weather clear, calm, and foggy. Trinity River has risen and is rising fast, overflowing the lowlands. Employed preparing for the overflow of the river. Sick, 2 men, 1 with pneumonia, 1 with chills and fever. Three Indians of the Cachattu tribe died within a few days of pneumonia.

February 18.—Thursday. Trinity River threatening an overflow; bridges carried away; mail between Smithfield and Liberty unable to travel. Employed fitting scows with oars and rowlocks and making tents. Weather clear; wind variable.

February 20.—Saturday. Weather rainy; wind variable. River rose 1 inch last night. Employed cutting a road on the opposite side of the river to high ground in case of an overflow. Sick men, 2. Received a letter from General Magruder, postmarked February 13, but dated February 10, 1863, on the subject of investigating the conduct of Lieutenant-Colonel X. B. Debray.

February 21 to April 6.—Employed as usual, nothing of interest occurring.

April 6.—Mr. James F. Beck, messenger from Paymaster John W. Nixon, C. S. Navy, at Jackson, Miss., arrived; received from him his dispatch.

April 11.—Saturday. Weather cloudy; wind light from the southward and eastward; river rising. Employed as yesterday. Yesterday received orders to Richmond, Va., from the honorable War Department, detaching me from service under War Department, dated February 9, 1863, forwarded by Major-General J. B. Magruder.

April 13.—Monday. Weather cloudy, with light rain; wind light from north and east. Employed preparing to transfer naval command to Confederate steamer *Harriet Lane* in Galveston Bay.

April 14.—Tuesday. Weather clear; wind north and west; river rising. Paid officers and crew of Confederate schooner *Dodge* up to 1st April, 1863, on this day. William Herbert Beazley resigned his appointment of clerk to Commander W. W. Hunter on the 9th day of April, 1863.

April 15.—Wednesday. Weather clear; light wind from the north and east; river rising slowly. Dispatched Captain W. F. Rogers with the seamen of my naval command from Colonel Hamilton Washington's plantation, Polk County, Tex., on Trinity River, to be delivered to Lieutenant Commanding J. N. Barney, C. S. Navy, commanding Confederate steamer *Harriet Lane*, in Galveston Bay; said men dispatched in the steamer *Alamo* at 11:45 a. m.

April 16 to April 22.—Thursday. Weather cloudy, with light airs from the southward; river about at a stand. At 2 p. m. Captain W. F. Rogers returned from having delivered my naval command to Lieutenant Commanding J. N. Barney, C. S. Navy, on board the Confederate steamer *Harriet Lane*.

April 24.—Friday. Weather cloudy; light breezes from the eastward; river falling. Departed for Richmond, Va., from Colonel Hamilton Washington's plantation on Trinity River, near Smithfield, Polk County, Tex., with Captain W. F. Rogers, serving in naval service Confederate States, Mr. W. H. Beazley, and Mr. Hamilton

Beazley, of Texas, in company, traveling to Richmond. Departed at 1 p. m.

WM. W. HUNTER,
Commander, C. S. Navy.

Order of Major-General Magruder, C. S. Army, to Captain Rogers, regarding disposition of Confederate schooner Dodge.

HDQRS. DIST. OF TEXAS, NEW MEXICO, AND ARIZONA,
Houston, Tex., December 17, 1862.

SIR: The major-general commanding this department directs that you turn over to Captain E. C. Wharton, assistant quartermaster, or to Captain Thomas Chubb, his authorized agent, the cutter *Dodge*, with all of her appurtenances, in detail, for which Captain Wharton will give receipts and take invoices.

I am, sir, very respectfully, your obedient servant,
HENRY PENDLETON,
Captain and Acting Quartermaster.

Captain W. F. ROGERS,
Commanding Dodge.

Letter from foreign consular officers in Galveston to Major-General Magruder, C. S. Army, requesting information in view of the restriction of communication.

GALVESTON, TEX., *December 22, 1862.*

GENERAL: We, the undersigned, having received a communication from the mayor of this city, Mr. George W. Grover, stating that notice has been given by Colonel Debray, commanding the Submilitary District of Houston, that all communications between this city and the interior of the State are now cut off, have respectfully to request you to state, for our information and guidance, if this order is intended to prohibit us from obtaining provisions from the State which are necessary for the support of the aliens remaining at the port and who now compose the majority of the inhabitants.

We have the honor to be, your obedient servants,
ARTHUR T. LYNN,
Her Britannic Majesty's Consul, et al.

Major-General J. B. MAGRUDER, C. S. Army,
Commanding Military District of Texas, etc., Houston, Tex.

Proclamation by the President.

Whereas a communication was addressed on the 6th day of July last (1862) by General Robert E. Lee, acting under the instructions of the Secretary of War of the Confederate States of America, to General H. W. Halleck, general-in-chief of the United States Army, informing the latter that a report had reached this Government that William B. Mumford, a citizen of the Confederate States, had been executed by the United States authorities at New Orleans for having

pulled down the United States flag in that city before its occupation by the forces of the United States, and calling for a statement of the facts, with a view to retaliation, if such an outrage had really been committed under sanction of the authorities of the United States;

And whereas (no answer having been received to said letter) another letter was, on the 2d August last (1862), addressed by General Lee, under my instructions, to General Halleck, renewing the enquiry in relation to the said execution of said Mumford, with the information that in the event of not receiving a reply within fifteen days it would be assumed that the fact alleged was true and was sanctioned by the Government of the United States;

And whereas an answer, dated on the 7th August last (1862), was addressed to General Lee by General H. W. Halleck, the said general-in-chief of the armies of the United States, alleging sufficient cause for failure to make early reply to said letter of 6th July, asserting that "No authentic information had been received in relation to the execution of Mumford, but measures will be immediately taken to ascertain the facts of the alleged execution," and promising that General Lee should be duly informed thereof;

And whereas on the 29th November last (1862), another letter was addressed, under my instructions, by Robert Ould, Confederate agent for the exchange of prisoners under the cartel between the two Governments, to Lieutenant-Colonel W. H. Ludlow, agent of the United States under said cartel, informing him that the explanations promised in the said letter of General Halleck of 7th August last had not yet been received, and that if no answer was sent to this Government within fifteen days from the delivery of this last communication it would be considered that an answer is declined;

And whereas by letter dated on the 3d day of the present month of December, the said Lieutenant-Colonel Ludlow apprised the said Robert Ould that the above recited communication of 29th November had been received and forwarded to the Secretary of War of the United States;

And whereas this last delay of fifteen days allowed for answer has elapsed and no answer has been received;

And whereas, in addition to the tacit admission resulting from the above refusal to answer, I have received evidence fully establishing the truth of the fact that the said William B. Mumford, a citizen of this Confederacy, was actually and publicly executed in cold blood, by hanging, after the occupation of the city of New Orleans, by the forces under the command of General Benjamin F. Butler, when said Mumford was an unresisting and noncombattant captive, and for no offense even alleged to have been committed by him subsequent to the date of the capture of the said city;

And whereas the silence of the Government of the United States and its maintaining of said Butler in high office under its authority for many months after his commission of an act that can be viewed in no other light than as a deliberate murder, as well as of numerous other outrages and atrocities hereinafter to be mentioned, afford evidence only too conclusive that the said Government sanctions the conduct of said Butler and is determined that he shall remain unpunished for his crimes.

Now, therefore, I, Jefferson Davis, President of the Confederate

States of America, and in their name, do pronounce and declare the said Benjamin F. Butler to be a felon, deserving of capital punishment. I do order that he be no longer considered or treated simply as a public enemy of the Confederate States of America, but as an outlaw and common enemy of mankind, and that in event of his capture the officer in command of the capturing force do cause him to be immediately executed by hanging; and I do further order that no commissioned officer of the United States taken captive shall be released on parole before exchange until the said Butler shall have met with due punishment for his crimes.

And whereas the hostilities waged against this Confederacy by the forces of the United States under the command of said Benjamin F. Butler have borne no resemblance to such warfare as is alone permissible by the rules of international law or the usages of civilization, but have been characterized by repeated atrocities and outrages, among the large number of which the following may be cited as examples:

Peaceful and aged citizens, unresisting captives and noncombatants, have been confined at hard labor, with balls and chains attached to their limbs, and are still so held in dungeons and fortresses.

Others have been subjected to a like degrading punishment for selling medicines to the sick soldiers of the Confederacy.

The soldiers of the United States have been invited and encouraged by general orders to insult and outrage the wives, the mothers, and the sisters of our citizens.

Helpless women have been torn from their homes and subjected to solitary confinement, some in fortresses and prisons, and one especially on an island of barren sand under a tropical sun, have been fed with loathsome rations that had been condemned as unfit for soldiers, and have been exposed to the vilest insults.

Prisoners of war who surrendered to the naval forces of the United States on agreement that they should be released on parole have been seized and kept in close confinement.

Repeated pretexts have been sought or invented for plundering the inhabitants of the captured city by fines levied and exacted under threat of imprisoning recusants at hard labor with ball and chain.

The entire population of the city of New Orleans have been forced to elect between starvation, by the confiscation of all their property, and taking an oath against conscience to bear allegiance to the invaders of their country.

Egress from the city has been refused to those whose fortitude withstood the test, even to lone and aged women and to helpless children, and after being ejected from their homes and robbed of their property they have been left to starve in the streets or subsist on charity.

The slaves have been driven from the plantations in the neighborhood of New Orleans till their owners would consent to share the crops with the commanding general, his brother, Andrew J. Butler, and other officers; and when such consent had been extorted the slaves have been restored to the plantations and there compelled to work under the bayonets of guards of United States soldiers.

Where this partnership was refused armed expeditions have been sent to the plantations to rob them of everything that was susceptible of removal, and even slaves too aged or infirm for work have, in spite

of their entreaties, been forced from the homes provided by the owners and driven to wander helpless on the highway.

By a recent general order (No. 91) the entire property in that part of Louisiana lying west of the Mississippi River has been sequestered for confiscation, and officers have been assigned to duty with orders "to gather up and collect the personal property and turn over to the proper officers upon their receipts such of said property as may be required for the use of the United States Army; to collect together all the other personal property and bring the same to New Orleans and cause it to be sold at public auction to the highest bidders"—an order which, if executed, condemns to perish by starvation at least a quarter of a million of human beings of all ages, sexes, and conditions, and of which the execution, although forbidden to military officers by the orders of President Lincoln, is in accordance with the confiscation law of our enemies, which he has directed to be enforced through the agency of civil officials.

And, finally, the African slaves have not only been excited to insurrection by every license and encouragement, but numbers of them have actually been armed for a servile war—a war in its nature far exceeding in horrors the most merciless atrocities of the savage.

And whereas the officers under the command of the said Butler have been in many instances active and zealous agents in the commission of these crimes, and no instance is known of the refusal of any one of them to participate in the outrages above narrated;

And whereas the President of the United States has, by public and official declaration, signified not only his approval of the effort to excite servile war within the Confederacy, but his intention to give aid and encouragement thereto if these independent States shall continue to refuse submission to a foreign power after the first day of January next, and has thus made known that all appeal to the laws of nations, the dictates of reason, and the instincts of humanity would be addressed in vain to our enemies, and that they can be deterred from the commission of these crimes only by the terrors of just retribution:

Now, therefore, I, Jefferson Davis, President of the Confederate States of America, and acting by their authority, appealing to the Divine Judge in attestation that their conduct is not guided by the passion of revenge, but that they reluctantly yield to the solemn duty of repressing, by necessary severity, crimes of which their citizens are the victims, do issue this my proclamation, and by virtue of my authority as Commander-in-Chief of the Armies of the Confederate States do order—

1st. That all commissioned officers in the command of said Benjamin F. Butler be declared not entitled to be considered as soldiers engaged in honorable warfare, but as robbers and criminals, deserving of death; and that they and each of them be, whenever captured, reserved for execution.

2d. That the private soldiers and noncommissioned officers in the army of said Butler be considered as only the instruments used for the commission of the crimes perpetrated by his orders and not as free agents; that they therefore be treated, when captured, as prisoners of war, with kindness and humanity, and be sent home on the usual parole, that they will in no manner aid or serve the United States in any capacity during the continuance of this war unless duly exchanged.

3d. That all negro slaves captured in arms be at once delivered over to the executive authorities of the respective States to which they belong, to be dealt with according to the laws of said States.

4th. That the like orders be executed in all cases with respect to all commissioned officers of the United States when found serving in company with armed slaves in insurrection against the authorities of the different States of this Confederacy.

In testimony whereof I have signed these presents and caused the seal of the Confederate States of America to be affixed thereto at the city of Richmond, on this 23d day of December, in the year of our Lord one thousand eight hundred and sixty-two.

[SEAL.]

JEFFERSON DAVIS.

By the President:

J. P. BENJAMIN,
Secretary of State.

NOTE.—The above signature of Jefferson Davis is in my handwriting, and was affixed by me in accordance with the instructions of the President, given to me in Cabinet meeting, just before his departure for the west.

J. P. BENJAMIN,
Secretary of State.

Proclamation by the President.

By virtue of the power vested in me by law, to declare the suspension of the privilege of the writ of habeas corpus in cities threatened with invasion:

I, Jefferson Davis, President of the Confederate States of America, do proclaim that the privilege of the writ of habeas corpus is suspended in the city of Vicksburg and the adjoining and surrounding country to the distance of 10 miles.

In faith whereof I have hereunto signed my name and set my seal at the city of Jackson, on this twenty-third day of December, in the year one thousand eight hundred and sixty-two.

[SEAL.]

JEFFERSON DAVIS.

A true copy:

G. W. C. LEE,
Colonel and Aid-de-Camp.

Gathering of crops in Louisiana by United States forces.

Testimony of Messrs. Mulford and Florance.

James H. Mulford, a citizen of New Orleans, having been required by the undersigned, Secretary of State, to make a statement of the facts connected with the gathering of the crops from the plantations in lower Louisiana by the United States forces, declares the following facts to be within his knowledge:

Andrew J. Butler, the brother of the commanding general, bought from Mr. Zunts, a planter below the city, his sugar crop as it stood in the field for the sum of \$25,000, and informed this witness that he had gotten back his money in the first twelve days of grinding

the cane; that he, Butler, took off the crop; that the plantation yields a crop of about 1,200 hogsheads of sugar; that Butler said he had bought and was taking off the crops from several other plantations. Witness also saw the agent of the commercial house of Brown, Johnstone & Co.; the name of the agent is Tucker, and he was accompanied by 120 white laborers; the said Tucker was then on his way, as he informed witness, to take off the crops from the plantations of said Brown, Johnstone & Co. and Frank Webb on joint account with the Yankees. This was done after the plantation of Mr. Webb had been stripped of everything, even to his wife's wardrobe and jewels, and the negroes driven off.

It was well understood in New Orleans that no planter was allowed to take off his crop for himself. If he did, his sugar was seized by orders of General Butler as fast as it reached New Orleans.

JAMES H. MULFORD.

Signed in my presence:

J. P. BENJAMIN,
Secretary of State.

DECEMBER 23, 1862.

Henry Florance, a citizen of New Orleans, states that it is to his knowledge that all the slaves were taken away from the plantation of Mr. Zunts, a planter below New Orleans, who, being thus left without means to gather his growing crops, was applied to by Colonel Andrew J. Butler, who offered to buy his crop as it stood for \$25,000. The crop under ordinary circumstances is one of the largest in the State, worth perhaps five times that amount if taken off. The witness left New Orleans before the season for grinding cane, and has no knowledge how the crop was taken off, but it was sold as above to Colonel Butler. An arrangement was also made, as witness was informed by Clement Story, who is a sugar planter below New Orleans, to take off his crop on joint account with some of the United States officers in New Orleans.

It was a well-understood fact in New Orleans that no planter could obtain permission to gather his crop unless he would agree to share it with Colonel Butler or some of the Yankee officers.

HENRY FLORANCE.

Signed in my presence:

J. P. BENJAMIN,
Secretary of State.

DECEMBER 23, 1862.

Testimony of Euclid Borland.

Dr. Euclid Borland says he is the owner of a plantation on the Mississippi River below New Orleans; that he was on a visit to the plantation of Mr. Zunts when he was introduced to a person by the name of Weed, and was informed by Zunts that he had made a bargain with Colonel Butler and Weed, and another person connected with the quartermaster's or commissary's department of General Butler's army; witness can not recollect the name of the last-mentioned person, although it was stated to him. The bargain was that the slaves which had left the plantation were to be brought back, and

that the crop of Zunts was to be made for account of Colonel Butler and his associates, who had paid \$25,000 for it; that the purchasers were to pay the overseer's wages and pay for some hogsheads that Zunts had bought, and were to pay for all expenses of taking off the crop, except such supplies as were then on the plantation. The purchasers agreed to bring back the negroes by aid of United States soldiers, and witness learned that a portion of the slaves were brought back to the place under a guard of soldiers. Zunts suggested to witness to make a similar bargain, as many of the slaves of witness had left his plantation, and witness then had a conversation with Weed, who stated that he was trying to make bargains with numbers of the planters below the city; that he would not make with others the same bargain as he had made with Zunts; that he could not undertake to restore to each planter the identical slaves that he had lost, but that he would furnish a number sufficient to take off the crops and share the proceeds with the owner; that if a sufficient number of planters would make this agreement, he would station guards above and below the plantation so as to prevent any escape of the negroes. The witness told Weed that his mind was made up to hold on to his own property unless it was taken from him by force; that he would not share his property with the enemies of his country; but that if the Federal authorities thought proper to place guards of soldiers to keep the negroes in order, witness was willing to pay his share of the expense of so doing. During the conversation Weed said that the negroes would be forced to come down and work the plantations by guards of United States soldiers in all cases where the bargain was made with him. When Zunts' negroes were returned to his plantation under guard, as he understood, there were some negroes of Mr. Baylie, a neighboring planter, mixed with them; Baylie's negroes escaped from Zunts' plantation and went back to their owner.

Witness was present in the office of Mr. Judson, a broker in New Orleans, when the written contract between Zunts and Colonel Butler was read in the presence of witness. The contract had been drawn up by Isaac E. Morse, esq., as attorney for Zunts, and witness heard the contract read and remembers it well.

Witness understood that the St. Anne and the Concession plantations, in the parish of Plaquemines, were to be worked in the manner above mentioned in partnership with Weed and his associates, and that a portion of the negroes had been carried back to the Concession place. Weed was in treaty with Mr. E. Lawrence for the same purpose with respect to his plantation, but witness does not know whether Lawrence accepted the offer. Zunts told witness that he, Zunts, had been formerly in partnership with Colonel Butler as negro traders.

Signed in my presence.

EUCLID BORLAND.

J. P. BENJAMIN,
Secretary of State.

DECEMBER 26, 1862.

Testimony of Adam Giffin.

Adam Giffin, a citizen of New Orleans, states that he knows Mr. Zunts, a sugar planter, who lives below New Orleans; that many of the negroes having been abducted from said plantation, said Zunts

informed witness that Andrew J. Butler, the brother of General Butler, had made him a proposition to buy his crop as it stood in the field; that Zunts, being without any means of gathering his crop, was forced to accept the offer, and that a bargain was made that Butler should restore the negroes to the plantation, or at least an equal number; that the crop should be taken off under the supervision of Zunts for account of Butler, and that the plantation should be restored to Zunts in the spring in full and complete order, with all the slaves; and Zunts received in payment for his crop \$25,000. Zunts told witness he had cane enough to make 700 hogsheads of sugar; a hogshead of sugar made by the process used on the plantation of Zunts is worth over \$100, in addition to which is the molasses.

It was well understood in New Orleans that no planter could take off his crop without some arrangement being made for the profit of the Yankee officials.

ADAM GIFFIN.

Signed in my presence.

J. P. BENJAMIN,
Secretary of State.

DECEMBER 26, 1862.

Report of Commander Hunter, C. S. Navy, regarding defense of Trinity River, Texas.

POLK COUNTY, TEX.,
Smithfield, December 24, 1862.

I have the honor in my monthly report to you, dated November 2, 1862 (transmitted by mail), to inform you that by authority of General P. O. Hébert, communicated to me in an order from Captain X. B. Debray, commanding Submilitary District of Houston, Tex., the crew of the C. S. schooner *Dodge*, with the exception of a few men, were transferred to a steamer called the *Bayou City*, against my most earnest written remonstrance.

These, with some arms and ammunition which I had with difficulty obtained, were also transferred to the same vessel by the same authority. The *Dodge*, being thus rendered defenseless, as well as her leaky state from being much eaten by worms, placed me in the position not to obtain from her any useful service, and by order of General John B. Magruder, she, with her apparel, was turned over to the quartermaster at Houston, and I, with her commander and the remnant of her crew, with one boat, was directed by General Magruder to proceed to Polk County, Tex., on the Trinity River (distant 75 miles by land), to obstruct and defend said river, in cooperation with Captain Hamilton Washington, aid to General Magruder. I am now engaged in that work, making obstructions in the Trinity River, and in collecting such of the people as are available for the defense of this part of the country, which is deemed important from its strength as a strategical position, its capabilities to furnish subsistence, and also its richness as a cotton region. The enemy is in possession of the seacoast. I am without any naval resources at my command to act effectively against him there. It is deemed that next in usefulness I should be employed in opposing his advance toward the interior by way of the rivers. The enemy occupy the same position on this coast as that stated to you in

my last monthly report. He has sustained a loss of a few men and several boats in his attempts at cattle stealing on the coast. We are in daily expectation of the arrival of General Banks's expedition, which is reported to be destined for Texas, a part of which is stated to have sailed for its destination. This country has been nearly swept clean of men in volunteers and conscripts. We are making a levy in mass of all ages in this and the adjoining counties that can mount a gun. Captain Hamilton Washington, herein alluded to, has control of about 100 half-civilized Indians, who are loyal to us, and whom we hope to apply to a useful purpose on the approach of the enemy. With the few seamen I have with me I am constructing scows requisite in the work of barrioeading the river.

The pay roll and accounts of this command are kept in readiness to be transmitted whenever a safe and suitable opportunity is available. I have transported by land and stored at Captain Hamilton Washington's plantation, Polk County, Tex., some ammunition, small arms, nautical instruments, cooking utensils, etc., public property, belonging to the schooner *Dodge*, for safe-keeping and for the use of my command.

* * * * *

I am, with great respect,

W. W. HUNTER,
Commander, C. S. Navy, Inspecting Coast Defenses of Texas.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Major-General Magruder, C. S. Army, to the British consul at Galveston, in view of the restriction of communication with that place.

VIRGINIA POINT, TEX., *December 26, 1862.*

GENTLEMEN: I received your communication of the 22d instant, in which you state that you have been informed by the mayor of Galveston that all communication between that city (Galveston) and the interior of the State is now cut off, and you request me to state for your information and guidance if this order is intended to prohibit you from obtaining those provisions from the State which are necessary for the support of the aliens remaining at the port and who now compose the majority of the inhabitants.

In reply I have the honor to inform you, as indeed you well know, that the harbor of Galveston has been in the exclusive possession of the enemy since early in October, and that Confederate soldiers or citizens, even singly, can not pass into the city without being fired upon by the fleet, which commands all approach from the interior. Under these circumstances the citizens of Galveston, without regard to nationality, have been invited to the interior, and transportation offered free of cost to all. This was availed of to some extent. The invitation has been renewed from time to time. More recently I directed Colonel Debray to give notice that persons could pass to and from Galveston up to a certain period; all intercourse would be prohibited; by my order he requested the mayor of Galveston to communicate to the foreign consuls this determination of mine, and to

state to them that I would not be responsible for any annoyance to those who should remain in Galveston after that time, thus giving every opportunity to the consuls and citizens or subjects of their respective consuls to establish themselves in Houston or elsewhere in the interior. This period has passed, but I am still willing to afford the foreign consuls and all others in Galveston every facility in my power for leaving that city, provided it is claimed within twenty-four hours from the time of the delivery of this note to her Britannic Majesty's consul at Galveston.

With respect to provisions for the citizens of Galveston I have the honor to state, for the information of the consuls, that arrangements were entered into by me with the commander of the Federal fleet and all parties concerned for provisioning the city by steamers sent in for that purpose. The commanding officer of the Federal fleet, however, insisted on inserting in the article of agreement that steamers bearing a flag of truce should not float the Confederate flag. This was of course peremptorily refused by me, since which I have sent an officer to treat with the commander of the Federal fleet with a view of removing from the articles of agreement these objectionable features, but I have no official knowledge of the result of this conference. It is evident, under these circumstances, that no injustice has been done the consuls or citizens or subjects of the Government which they represent.

J. BANKHEAD MAGRUDER,
Major-General, Comdg. Dist. of Texas, New Mexico, and Arizona.

MR. ARTHUR T. LYNN,
*Consul to her Britannic Majesty, and other Consuls and
Consular Agents of different Powers at Galveston, Tex.*

—————

*Letter from the Governor of Alabama to William R. Scott, regarding
drawings of proposed ram.*

ADJUTANT AND INSPECTOR GENERAL'S OFFICE,
Montgomery, Ala., December 30, 1862.

SIR: In reply to yours of the 21st, the governor directs me to state that he has returned the drawings of your ram, with the reports, etc., accompanying the same, to the Committee of Public Safety at Mobile, with the request that they would confer with the Confederate naval authorities at that point, not only as to the feasibility of the invention but as to the probable cost of the ram, the time it would take to construct it, or apply it to vessels already built. Upon receiving this information the governor will be prepared to act with reference to its adoption for the purpose of defending Mobile.

Very respectfully, your obedient servant,

GEO. GOLDTHWAITE,
Adjutant and Inspector General.

WILLIAM R. SCOTT,
Charleston, S. C.

Letter from the governor of Alabama to John B. Read, regarding proposed torpedo ram.

ADJUTANT AND INSPECTOR GENERAL'S OFFICE,
Montgomery, Ala., December 30, 1862.

SIR: In reply to yours of the 13th, the governor directs me to state that he has written to the Committee of Public Safety at Mobile to confer with the naval authorities at Mobile as to the feasibility of your torpedo ram, its cost, and the time it would take to construct it, or apply the improvement to vessels already built. Upon receiving this information the governor will be prepared to act with reference to its adoption for the purpose of defending Mobile.

Very respectfully, your obedient servant,
 GEO. GOLDTHWAITE,
Adjutant and Inspector General.

JOHN B. READ,
Tuscaloosa, Ala.

Order of the President to the Secretary of the Navy, suspending orders to Captain Maffitt, C. S. Navy.

MOBILE, ALA., *December 31, 1862.*

Please suspend order in relation to Captain Maffitt. Admiral Buchanan will write to you fully.

JEFFERSON DAVIS.

HON. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of Major Mason, C. S. Army, regarding attempt to entice Federal army transport Cambria into Galveston Harbor.

GALVESTON, *January 8, 1863.*

CAPTAIN: I have the honor to report that, pursuant to special orders and instructions of 3d instant from the major-general commanding, I proceeded seaward that night on the bark *Cavallo*, three guns, Captain Saunders; schooner *Leader*, one gun, Captain Johnston, and pilot boat, Captain Payne, with detachments from the regiments of Colonels Green, Cook, and Griffin, to capture the Clyde-built steamer, with troops and stores on board, then off the bar waiting for a pilot.

At 3:30 a. m. (Ath) anchored off Fort Point Battery; a half hour clearing the ship for work and getting the men below. Sail was then made with difficulty, owing to the scarcity of seamen, their unwillingness to work, and the light wind prevailing, thus consuming time that otherwise employed might have accomplished the object of the expedition.

At daylight steamer, 4 to 5 miles distant, showed signal for a pilot, which was answered by Captain Payne, who stood out to the

bar, sounding. He returned at 9 a. m. (the wind being too light for the bark to make heading), and was instructed to proceed to the steamer, allay this suspicion (now evidently aroused), and if possible entice her in; if necessary, to go on board as pilot, bringing her to such a position that the guns of the bark could command her. He promptly complied therewith; went on board the steamer, which immediately got underway, steering eastward until out of sight, carrying him with her. The pilot boat returned and was ordered to town.

For several hours the bark had been compelled to lay at anchor on account of the narrow channel and light wind. She returned to Galveston at 5 p. m., failing to realize the success anticipated for the reason heretofore given.

I would respectfully call the attention of the major-general commanding to the case of Captain Payne, that he may be exchanged, as there is a possibility of his being subjected to much trouble in his present condition.

Captains Saunders and Johnston were very energetic in discharging all the duties assigned to them. Captains Tubbs and Richardson, of the infantry, also Captain Barnett, gave me all assistance in their power.

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

C. M. MASON,
Major, Commanding Expedition.

Capt. EDMUND P. TURNER,
A. A. G., Dept. of Tex., N. Mex., and Ariz., Galveston, Tex.

Letter from Commander Hunter, C. S. Navy, to Major-General Magruder, C. S. Army, regarding the obstruction and defense of Trinity River.

TRINITY RIVER,
Near Smithfield, Polk County, Tex., January 10, 1863.

On receiving your instructions I proceeded forthwith to Trinity River and set about the work of obstructing and defending the same. After selecting the most suitable positions for barriers, I commenced the construction of two scows or boats needed in the work. I have made requisition on the counties adjacent the river for the requisite laborers, tools, etc. A response to this requisition was cheerfully given and the laborers were ready to move to their work on the day following the receipt of your order countermanding the same.

The measure above stated was arranged at the same time by your aid, Major H. Washington, in conjunction with an organization to call forth when needed the entire population capable of bearing arms for the defense of this region, and measures have been taken toward procuring ammunition and repairing arms, etc.

The people of all classes have responded and acquiesced zealously and patriotically in your views touching the duties which you had assigned Major Washington and myself. The measures which you

have caused to be taken in this region seem to accord so entirely with those unanimously deemed most suitable to its protection and defense that a desire is strongly manifested by the people for a continuance of their military organization and arming, and that that labor for the obstruction of the river should also be held in readiness for prompt service when you may deem it requisite.

What has been effected has not been unattended with much labor, in travel, in personal intercourse with the notables at distant places, in correspondence in writing, and in the influence consequent on the confidence and respect with which your aid, Major Washington, is held by all classes of persons. The enthusiasm with which all ages of the people in this region seem to be imbued toward their defense will doubtless, if not checked, prove contagious, and may, in its moral effect, pervade the entire State.

With my congratulations on your late victory,
I have the honor to be, with great respect,

W. W. HUNTER,
Commander, C. S. Navy.

Major-General J. B. MAGRUDER,
Comdg. Military District of Texas, New Mexico, and Arizona.

Special order regarding the transfer of the steamer Harriet Lane.

Special Orders, } ADJT. AND INSPECTOR GENERAL'S OFFICE,
No. 12. } *Richmond, Va., January 15, 1863.*

* * * * *

XII. Major-General J. B. Magruder, commanding district of Texas, will turn over to Lieutenant-Commander J. N. Barney, C. S. Navy, the steamer *Harriet Lane*, lately captured in the waters of Texas.

* * * * *

By command of the Secretary of War:

JNO. WITHERS,
Assistant Adjutant-General.

Report of Colonel Nichols, C. S. Army, regarding the defenses of Galveston.

GALVESTON, *January 22, 1863.*

SIR: From all I can gather, it does not seem the enemy meditates an attempt to come into the harbor. The gunboat inside the bar about a mile, nearly opposite Strand street, and something over 2 miles from Fort Point, is evidently a feeler. The enemy's force is no greater than it has been for the past fifteen days. Commodore Bell's communication would indicate his belief in your ability to withstand any attack he can make with his present force. In support of this opinion I will quote you, in substance: An attack by the enemy's gunboats inside the harbor would be fruitless in its results to the enemy without a sufficient land force to occupy the city. The sharpshooters we can bring to bear upon him in the channel will discomfort him greatly should he come in. In short, general, in my humble opinion, the enemy can not drive us out of the city with the

means he has at his command at present. Adopting this, we may place more confidence in the use of the railroad bridge as the means of securing our guns in case of an emergency.

Colonel Debray feels seriously the want of one or two guns at Fort Point and an intermediate gun between Fort Point and South Battery. The colonel has instructed Major Kellersberg to investigate the practicability of placing one or more guns at Fort Point to-night and report immediately to you. I trust he will report favorably and you will order guns placed there. If the enemy is not reinforced with land and naval forces I have the grand confidence we can hold this little sand bank for all time to come.

I leave on the *Lucy Gwin* for Nest Bay; expect to return this p. m.

The flags of truce as arranged by you will keep off any bombardment for a day or two. To-day's truce will be so arranged as to consume the whole day.

Respectfully,

E. B. NICHOLS.

Major-General MAGRUDER,
Houston.

Colonel Debray has read the above and concurs.

Letter from Colonel Debray, U. S. Army, to Commodore Bell, U. S. Navy, regarding the removal of buoy by steamer carrying flag of truce.

HEADQUARTERS SUBDISTRICT OF TEXAS,
Galveston, January 22, 1863.

SIR: In the absence of Major-General J. B. Magruder, who is not expected to return before this evening, I have, in obedience to his instructions, opened two communications which you did him the honor to address to him yesterday, the 21st instant, and I informed him of their contents by telegraph.

Major-General Magruder instructs me to say to you that he will answer your communication this evening, to be forwarded by flag of truce to-morrow morning.

At the same time allow me, sir, in vindication of our arms, as well as the honor of Colonel J. J. Cook, U. S. Army, who was the bearer of the flag of truce alleged to have committed the breach against the rules governing belligerents in their communications, to make to you a plain statement of facts, which I trust will exonerate us in your mind from any charge of perfidy in our intercourse with you.

The buoy seen on the Gulf beach was washed off several days ago, during the last gale. I was informed that on the 20th instant, whilst Colonel Cook was on board the steamship *Brooklyn*, at about 3 o'clock p. m., a launch of one of our vessels in the harbor did tow in another buoy. This was done without any instructions from or knowledge of Major-General Magruder or any other officer in command here. I have been unable as yet to communicate with the officer who knowingly or unknowingly has rendered himself guilty of the breach complained of and exact a statement from him during the day. Colonel Cook was prevented by calm and adverse tide from entering the harbor before daylight. Meanwhile I am instructed by Major-General Magruder to say that he will be glad to have the buoy removed by us placed in its former position under the inspection of an

officer sent by you, or to afford you any other facilities in his power for entering.

As to your complaint of a breach of truce in connection with the Forty-second Massachusetts, I would respectfully state that the land troops were not embraced in the terms of truce on the 1st instant, either directly or indirectly. As soon as daylight came they could have been destroyed by our guns and musketry in five minutes. To avert a misunderstanding on this subject with you, which Major-General Magruder would much regret, he will send a full statement to-morrow morning.

This communication will be handed to you by Lieutenant L. J. Storey, Confederate States cavalry, and Lieutenant Riley, Confederate States artillery, together with a communication to you by the French consular agent at this port. These officers are instructed to await your answer.

I have the honor to be, very respectfully, your obedient servant,
X. B. DEBRAY.

Commodore H. H. BELL,
Commanding U. S. Naval Forces off Galveston.

Letter from Major-General Magruder, C. S. Army, to Commodore Bell, U. S. Navy, regarding the removal of buoy.

HDQRS. DIST. OF TEXAS, NEW MEXICO, AND ARIZONA,
Houston, January 23, 1863.

SIR: In reply to your communication of the 21st January, 1863, in which you allege a violation of the truce on our part by the truce boat containing Colonel Cook, of C. S. artillery, and on a previous occasion, viz, on the 1st instant, by us, I have to state that you are entirely misinformed in both instances. On the 1st instant the guns were planted by us at Fort Point before a single shot was fired by us and were not withdrawn either during the battle or the period of truce. The truce boat containing Colonel Cook, I am informed by that officer, could not possibly reenter the harbor for want of wind and a favorable tide, and did not interfere with any buoy whatever.

The buoys were, I am informed, washed adrift by a previous storm, and one of them was towed in by a boat containing a single man, without the knowledge of the officer in command at Galveston. This boat was attached to one of our rams lying in Bolivar Channel.

The officer in command of the ram could have had no improper object, as the position of the buoys had all been changed by my order when there was no blockading fleet off Galveston, with the view of misleading such fleet on its return.

You say that you are informed that the Forty-second Regiment of Massachusetts Volunteers was fired upon and captured during the existence of the truce of three hours.

The facts are that the first flag of truce seen from the shore was over the wharf upon which was quartered that regiment. As soon as it was observed all firing in that direction ceased. During the conference between Brigadier-General Scurry, C. S. Army, and Colonel Burrell, of the Forty-second Massachusetts Volunteers, it was announced that the officers in command of the Confederate boats had

granted a three hours' truce to the vessels of the U. S. Navy, in which the Federal land forces were not included. Colonel Burrell asked of General Scurry the same terms as were granted to the vessels, which were refused, when Colonel Burrell surrendered the whole force under his command unconditionally.

The only violation of the flag of truce committed on the morning of the 1st January was committed by the vessels of the United States, three of which fled from the harbor of Galveston with the white flag flying at their mastheads in my sight, in the same perfidious manner that they had entered it. I will state, further, that General Scurry sent to me whilst I was near the *Harriet Lane*, at an upper wharf, to know if he should fire at your vessels immediately under our guns at the termination of the truce. I answered him not to do so, as I had sent another flag of truce to Commander Renshaw, demanding the surrender of the whole fleet and giving him plenty of time to make up his mind as to my proposition. Your ships were not, therefore, fired on at the expiration of the period, and in this way got off with their white flags flying, when they could not have done so in any other way.

I have the honor to be, very respectfully, your obedient servant,
 J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Commodore H. H. BELL,
Commanding U. S. Squadron off Galveston.

[Endorsement.]

GALVESTON, *January 23, 1863.*

I certify that the foregoing is a true copy of the telegram received by me to-day at 4 o'clock p. m.

X. B. DEBRAY,
Colonel, Commanding East Subdistrict of Texas.

The following was received at 8:30 o'clock p. m.:

HEADQUARTERS, ETC.,
Houston, January 23, 1863.

From a conversation, since writing the foregoing, with officers of the Forty-second Massachusetts Volunteers, I find that I am supported in my statements in regard to the alleged violation of the flag of truce by their recollection of the occurrence. Captain Lubbock, the commander of one of our gunboats who arranged the terms of the truce, stated on his return from the Federal flagship to Brigadier-General Scurry, in the presence of the commanding officer of the Forty-second Massachusetts, that the land troops were not embraced in these terms either directly or indirectly, he having been sent by Captain Leon Smith, commanding our fleet of gunboats, to demand the surrender of the rest of the Federal fleet and to give their commander three hours' time to accept or decline his demand, during which time the fire was to cease between the ships. I know nothing of the arrangement, nor did any officer ashore, and when Captain Lubbock on his return touched at Kuhn's Wharf, where the Forty-second Massachusetts was stationed, he gave the above information to Brigadier-General Scurry in the presence of the commanding officer of the Forty-second Massachusetts, and the latter surrendered unconditionally, after his request to be allowed the same time given the ships was refused. Had the Federal commander of the land troops been in superior force to myself and engaged in battle ashore, he would certainly have prosecuted his advantage to the utmost, regardless of a truce between the two fleets, which he had not authorized. If necessary, I think it can be fully established also that the Federal troops ashore were ready to surrender the moment daylight should give them a chance, and would have done it even before daylight had it been possible.

I have also to state that I am informed by Brigadier-General Scurry, who was in that portion of the battle, that the white flag displayed from Kuhn's Wharf was respected the moment it was seen.

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

J. B. MAGRUDER,
Major-General, Commanding.

Commodore BELL.

[Endorsement.]

GALVESTON, *January 23, 1863.*

I certify upon honor that the foregoing is a true copy of the telegram received to-day at 8:30 o'clock p. m.

X. B. DEBRAY,
Colonel, Commanding East Subdistrict of Texas.

Letter from Colonel Debray, C. S. Army, to Captain Nichols, C. S. Army, acknowledging dispatches.

JANUARY 23—4:30 p. m.

CAPTAIN: Your dispatches concerning flag of truce and disposition of artillery and rams just received on my return from a visit to works, of which I will give a statement when I have seen Majors Von Harten and Kellersberg. The *Tennessee* may have 500 men on board. I have not the least apprehension of an attack to-night with only the two gunboats and the *Brooklyn*; they are all looking very tame. We will, however, be ready for an emergency. Will not courtesy require me to send the general's dispatch to Commodore Bell, even if he does not threaten to-morrow? I may announce in an accompanying letter Colonel Burrell's statement, which will give me an opportunity for an intercourse day after to-morrow. Watkins seems to have slightly interfered with their programme.

X. B. DEBRAY.

[Telegram.]

VICKSBURG, *January 24, 1863.*

All steamboats in the Mississippi River between Vicksburg and Port Hudson will at once pass up Red River and there remain until further orders. Should any of these boats be in danger of falling into the hands of the enemy they must be destroyed. Enforce this order. Do your utmost to do so.

J. C. PEMBERTON,
Lieutenant-General, Commanding.

Major-General GARDNER,
Port Hudson, La.

Letter from the Secretary of the Navy to the President, regarding preparation of the C. S. S. Harriet Lane for sea.

NAVY DEPARTMENT,
Richmond, Va., *January 24, 1863.*

SIR: For your information, with reference to the steamer *Harriet Lane*, I have the honor to report that on the 10th instant, in anticipation of the War Department's order to turn the vessel over to

the Navy, I ordered Lieutenant J. N. Barney, C. S. Navy, then at Mobile, to command her, and sent her full complement of officers to report to him at Galveston. I could send him but 20 seamen, but called upon Admiral Buchanan and Commander Brown to aid him in making up a crew, and instructed him to appeal to General Magruder to aid him to complete one.

I instructed him to report the condition of the vessel at once, hold himself in readiness to go to sea and await orders. He has instructions for his cruise and funds to defray expenses.

If Galveston is to be held, she could render important service in the bay; otherwise I propose to send her to sea, if you shall approve, at the earliest moment.

Lieutenant Catesby Ap R. Jones, for whom General Magruder applies, can be detailed for service with him. He is now commanding the *Chattahoochee*.

The appointment of a citizen to a post captaincy over the heads of nine-tenths of the naval officers, as recommended by General Magruder, can only be justified, in my judgment, by considerations which the case he cites does not present, even could it be done legally, which it can not.

With much respect, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

The PRESIDENT.

P. S.—The dispatch of General Magruder is herewith returned.

Report of Colonel Debray, C. S. Army, regarding communication under flag of truce with the U. S. S. Brooklyn.

JANUARY 25, 1863—5:30 p. m.

Colonel Cook has just returned from the *Brooklyn*; kindly received. Commodore Bell answers my communication, laying little stress on the buoy affair. He told Colonel Cook he was sure two buoys had been removed by us. Cook said the matter was being investigated; that the rams being continually moving about, it could not be ascertained yet which did the deed. He goes to-morrow again to carry to the *Brooklyn* the property of Commander Wainwright, when Commodore Bell will answer your communication, which answer I will open, informing you of the contents, unless otherwise directed.

The *Hatteras* met a steam vessel; spoke her; she answered she was her Majesty's ship *Spitfire*; the *Hatteras* sent a boat's crew and officer to her; the vessels approached each other, when the would-be *Spitfire* sent her several broadsides in succession and sunk her. The officer and boat's crew escaped in the night and went to tell the tale to the *Brooklyn*. Commodore Bell went to the scene of action on the next day and found the wreck, her topmasts out of the water. Cook said he knew all about it, and that it was the *290*. Commodore Bell has no news from the *Sabine* since the capture of the vessels. He is very indignant at the conduct of the commander of the *Morning Light*. He know, however, we could not get her inside, for she drew 15 feet of water. He supposes she has been

destroyed, for he saw some spars floating. The British officer said to Mr. Lynn that Farragut intends to chastise Galveston exemplarily. They say Banks is disgusted with New Orleans and wishes to leave; the negroes are too troublesome.

Commodore Bell wishes to know your determination concerning the captured officers and seamen, as you suggested in a previous communication your willingness to send them on board under parole. I must state that Colonel Cook saw in a paper on board a proclamation from Lincoln, restricting to our soldiers the provisions of the cartel; if so, we ought also to keep their officers. I think it would be dangerous to send the seamen out; they have mixed too much with the people, and may be well informed as to the condition of our defenses.

Commodore Bell is thankful for the files of newspapers, and sends you a New York Herald of the 6th January and Picayune of 18th of January, which I will forward by to-morrow's cars.

X. B. DEBRAY.

Major-General J. B. MAGRUDER.

Order of the Secretary of the Navy to Lieutenant Jones, C. S. Navy, to report for duty at Galveston.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, January 26, 1863.

SIR: You are hereby detached from the steamer *Chattahoochee* and you will proceed to Galveston, Tex., and report to General Magruder, U. S. Army, commanding, etc., for such duty as he may assign you.

By command of the Secretary of the Navy:

I am, respectfully, your obedient servant,

F. FORREST,
Chief, in Charge.

Lieutenant C. AP R. JONES, C. S. Navy,
Saffold, Ga.

Reports of Lieutenant Barney, C. S. Navy, regarding his arrival for command of the C. S. S. Harriet Lane.

HOUSTON, *February 4, 1863.*

Informing of arrival on 1st instant; reporting what I learned of condition of *Harriet Lane*, and stating there was a feeling among the people in regard to the charge of the ship being taken from those who had so gallantly captured her. * * *

[J. N. BARNEY.]

Hon. S. R. MALLORY,
Secretary of Navy.

HOUSTON, *February 6, 1863.*

Informing that Lieutenant Warley, Passed Midshipman Worth, Midshipman Sterling, and Third Assistant Engineer Miller had reported

for duty; also that I had arrived on 1st instant, in pursuance of order of 16th January.

[J. N. BARNEY.]

Flag-Officer F. FORREST.

Circular letter from the Secretary of State to foreign consuls announcing the raising of the blockade of the ports of Galveston and Sabine Pass.

DEPARTMENT OF STATE,
Richmond, February 7, 1863.

SIR: I have again to inform you of the raising of the blockade of two Southern ports by superior forces.

This Government is officially informed of the total dispersion and disappearance of the blockading squadron recently stationed off Galveston Harbor by the combined attack of land and naval forces of the Confederacy. In this attack the enemy's steamer *Harriet Lane* was captured, and the flagship of the squadron, the *Westfield*, was blown up and destroyed. The blockade of the port of Galveston is therefore at an end.

The armed river boats which raised the blockade at Galveston then proceeded to Sabine Pass, where they again attacked the enemy's blockaders, captured thirteen guns, a large quantity of stores, and a number of prisoners. No blockading fleet now exists off Sabine Pass, and the steamers of the Confederacy were at the last accounts cruising off the Pass with no enemy in sight.

This information is given for the guidance of such of the merchants of your nation as may desire to trade with either of the open ports of Galveston or Sabine Pass.

Respectfully, etc.,

J. P. BENJAMIN,
Secretary of State.

ALFRED PAUL, Esq.,
Consul of France, Richmond, Va.

[Same to the other consuls.]

Letter from Colonel Debray, C. S. Army, to Commodore Bell, U. S. Navy, regarding place of communication under flag of truce.

HEADQUARTERS EASTERN SUBDISTRICT OF TEXAS
Galveston, February 9, 1863.

SIR: I have been informed by Colonel Cook and Major Von Harten, C. S. Army, who had the honor to confer with you under flag of truce, that it was agreed between you and them that your bearers of flag of truce, should you have any to send to Galveston, would come to, at, or near the tripod beacon, east of Fort Point, where communication would be held by us with them; and that, did they pass beyond that beacon, a warning signal of one blank cartridge should be fired from Fort Point, which, if not heeded, would be followed by hostile demonstrations on our part.

I would respectfully request you to warn any neutral vessels who may wish, with your permission, to communicate with Galveston

under flag of truce, or otherwise, to comply with the above, in order to avoid accidents which are now beyond our control.

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

X. B. DEBRAY,

Colonel, Commanding Eastern Subdistrict of Texas.

Commodore H. H. BELL,

Commanding U. S. Forces off Galveston Island.

Report of Commander Hunter, C. S. Navy, regarding naval operations on the coast of Texas.

NEAR SMITHFIELD, TRINITY RIVER,

Polk County, Tex., February 10, 1863.

SIR: I had the honor to acquaint you in my last monthly report that General J. B. Magruder, commanding this military department, had placed me, with Captain Rogers and the remnant of the crew of the C. S. schooner *Dodge*, on the Trinity River to obstruct and defend the same. In these duties I have been employed constructing scows and in effecting the best practicable organization of the people remaining in this vicinity for its defense. The volunteers, conscripts, and drafted militia who have already been called, leave but very few, yet those that are left, of all ages, capable of pointing a gun, evince a patriotic enthusiasm to serve. There are from eighty to a hundred Indians of the Coushatta, Alabama, and Muscogee tribes, who have been long established in this region and are well skilled in the use of the rifle and knowledge of the country, and who, from their continued good conduct, have the confidence of the people, are also available and desirous to serve. I have my naval command, in all, including myself and officers, fourteen, huddled at this place. Being beyond the reach of a supply of regular rations, we subsist on corn and beef. The former article has become scarce and high. I have laid up 200 bushels for provisions and forage, my service requiring the use of some horses. I learn that since my last report to you the enemy have twice thrown a few shells into the city of Galveston, doing but little damage and killing no one. I learn also that the enemy have lost off Galveston a steamer called the *Hatteras*, mounting three rifled guns and four 32-pounders, and all on board save a boat and boat's crew, by one of our cruisers, supposed to be the *Alabama*, or the *290*. The *Hatteras* was sunk. The firing was heard and the flashes of the guns were seen from Galveston, but the account of the affair was received from the enemy by flag of truce. This I learn from the newspapers. I also learn from the same source that a successful attack was made on the enemy's ship *Morning Light* and a schooner off Sabine Pass by a detachment of the army under Major Watkins on board the river steamers *Josiah Bell* and *Uncle Ben*, by which the *Morning Light* and schooner were captured, with a hundred and twenty prisoners. The *Morning Light* has since been destroyed to prevent her falling into the hands of the enemy. The blockading force off Galveston; when I last heard, was the *Brooklyn*, steam sloop, and four smaller vessels.

I am, very respectfully,

W. W. HUNTER,

Commander, C. S. Navy.

Hon. S. R. MALLORY,

Secretary of the Navy.

Report of Lieutenant Barney, U. S. Navy, commanding U. S. S. Harriet Lane, regarding the condition of that vessel.

C. S. S. HARRIET LANE,
Galveston Bay, February 13, 1863.

SIR: In my letter of 4th instant I reported to you my arrival in Texas, and informed you that the *Harriet Lane* was aground on Red Fish Bar, and that I would take possession of her when she was afloat. On 9th instant I took charge, although she was again got ashore in endeavoring to move her into a channel which had been dredged out for her to cross the bar. The next day she was afloat and now lies below Red Fish Bar waiting the further dredging of this channel and the occurrence of a high tide in order to take her into the upper bay. This plan is in pursuance of the advice and wishes of Major-General Magruder, a copy of whose communication I herewith enclose. The ship has been stripped of her guns, masts, in short everything except her engine, in order to get her into the upper bay, where, there being 10 feet of water, she could be fitted, and with a small supply of coal on board perform the service suggested by the general. Should it be determined to send her to sea, it will become necessary to strip her entirely in order to recross Red Fish Bar; so that it will not be advisable to refit her until the decision of the Department. In regard to her condition, I have to report that the principal damage received was from an XI-inch shrapnel, which entered the starboard counter about — feet from the sternpost, and 2 below the spar-deck beams, and passing diagonally across the cabin into the port after room in the wardroom, exploded in the ship's side, tearing off several plank for 5 or 6 feet in length. This damage has been sufficiently repaired to enable the ship to go to sea, but it would be advisable to make more thorough repairs of the stern frame when an opportunity occurs. The port wheel was disabled and the shaft thrown out of line by the collision of the *Bayou City*. This damage is also reported to have been repaired. I am able, therefore, to report that this ship is in condition to be fitted for sea.

In regard to her fitness for cruising against the enemy's commerce, I submit the following facts:

Assistant Engineer Hall estimates that her bunkers will stow 140 tons coal; her late engineer stated her capacity at 135 tons. It is the opinion of the engineers who have had charge since her capture that she would consume a ton per hour. Mr. Hall estimates the daily consumption at 23 tons. The ship, therefore, stows about six days' coal. I have been unable to get hold of her steam log, and can not learn the actual consumption. Upon examination of her rough log, I find the greatest run for one hour to be 11 knots under steam and all drawing sail. Her average steaming is about 200 miles per day. Under steam alone, with a fair, fresh breeze, I think she might make 5 or 6 knots; seamen of experience say only 3 or 4 knots. The pilots tell me that in order to take her out of Galveston at night there would be required two boats on the bar with lights. Her draft of water when ready for sea was 10 feet 4 inches, and it would be unadvisable to increase this by putting much coal on deck; perhaps one day's consumption might be carried. This, however, would decrease her rate of speed at first starting, and thus might prove disastrous, perhaps fatal to success. General M. had her ready for sea under Cap-

tain Leon Smith, who captured her, but, as he states in his letter, it was thought by nautical men almost impossible to take her to sea, owing to the number and disposition of the blockading force. There must, of course, be great risk in the attempt, especially if the draft of water be increased and the rate of speed decreased by carrying coal on deck. Still, in a dark stormy night, the tide being suitable, I think the chances of success would justify the attempt were the vessel ready for sea, and the results to be expected from her when at sea adequate to the risk. I would state that the tides on Galveston bar are mainly influenced by the wind, and that the *Harriet Lane* would have to wait for an unusual tide in order to go out. It will be observed that General Magruder states that he is endeavoring to obstruct the entrance of Galveston Harbor, which, if successful, would prevent the egress of the vessel. It remains for the Department to decide whether a vessel like the *Harriet Lane*, depending mainly on her steam power, of a moderate rate of speed, and carrying but six or seven days' supply of coal, can render efficient service by cruising against the enemy's commerce. Were such my judgment I should have taken the responsibility, with General M.'s consent, of fitting out the ship and endeavoring to get to sea as soon as possible. Being of the contrary opinion, I submit the above report, and in obedience to your order of the 13th January, await the decision of the Department. Should the Department determine to order the vessel to sea, I would be glad to have any information it may possess as to ports in the West Indies, or elsewhere, where coal may be obtained.

In addition to the 15 men sent from Richmond, 35 of the crew placed here by General M. have volunteered to remain, and the general has called for volunteers from the army, the only source from which men can be obtained. I think in a few weeks I can have a crew. The ship has been robbed of everything movable. Of small arms I find 11 cutlasses, 2 rifles, and 4 old altered muskets. Of the coal captured, about 300 tons remain, but exposed to pilferage, which it is not in my power to prevent.

I have already alluded in a previous letter to the feeling evinced by the people of Texas on account of the *Harriet Lane* being taken from those who so gallantly captured her. General M. informs me that he has recommended the appointment of Major (a title of courtesy) Leon Smith, who fitted out and commanded the naval expedition engaged in the recapture of Galveston, to a position in the Navy. While the general has treated me with the greatest courtesy and extended me every facility to enable me to carry out the views of the Department, I am satisfied that he was disappointed, and his plans interfered with by my being ordered to the *Harriet Lane*, and that should she be kept here he would much prefer that Major Smith should have command of her. From all that I can learn Major Smith is a thorough seaman, of correct habits, great energy and distinguished courage (as his deeds testify), and should the Government see fit to acknowledge his gallant services by acting upon General M.'s suggestion, I believe that in command of this ship, in connection with the rest of the vessels already commanded by him, it would be in his power to render more efficient service than I, under the circumstances, could do.

At my suggestion the signal book of the *Morning Light*, captured off Sabine River, has been sent to Admiral Buchanan. I can not find the telegraphic dictionary of either vessel. When I was in Galveston

ten days ago the squadron then blockading had not changed the signals from those in this ship's signal book. Galveston was almost entirely deserted by its inhabitants.

In writing it would be best to address me at Houston. Commander W. W. Hunter has gone some distance up Trinity River, I am told, and I have been unable to communicate with him. I believe that all the men he enlisted were transferred to the army except five, which he retained for a boat's crew.

Very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond.

Report of Lieutenant Barney, C. S. Navy, commanding C. S. S. Harriet Lane, regarding officers on that vessel.

C. S. S. HARRIET LANE,
Galveston Bay, February 14, 1863.

SIR: In my letter of 6th instant, I informed you that Lieutenant Warley, Passed Midshipman Worth, Midshipman Sterling, and Third Assistant Engineer Miller had reported for duty. Since that day the following officers have arrived and reported: Lieutenants Hall and Wharton, Assistant Paymaster Moses, Passed Midshipman Read, Second Assistant Engineer Hall, and Midshipman McDermott.

There being no apartment on board this ship for steerage officers, except assistant engineers, I have been obliged to place the passed midshipmen in the wardroom, and will probably have to take the same step with the midshipmen when the ship has her complement of engineers.

Very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant, Commanding.

Flag-Officer F. FORREST,
Bureau Orders, etc.

The 16 men sent from Richmond have arrived.

[Signal dispatch.]

SIGNAL POST E,
West Baton Rouge, February 18, 1863.

One transport loaded with troops arrived at Baton Rouge yesterday; five more at Plaquemine, also with troops, on their way up. One large transport towed by two steam tugs and loaded with provisions came up late yesterday evening. General Banks has seized all the steamboats in the river to transport troops and supplies to Baton Rouge. One transport went up Bayou Plaquemine and the Yankees report her captured by our men. The Yankees say they will attack Port Hudson in a few days with a large force; also they will have a force on this side soon.

The *Laurel Hill* brought up 200 men (cavalry and infantry). She took corn and molasses from John Bird's plantation; scoured the country to capture us, but failed; took all our clothes, etc.; threatened to return in three days. Say they have six month's supply of corn and provisions now at Baton Rouge.

W. C. MILLER,
Signal Operator, Post E.

General [FRANKLIN] GARDNER.

Letter from Brigadier-General Scurry, C. S. Army, to Commander Hunter, C. S. Navy, regarding investigation to be made relative to complaints connected with the transfer of the schooner Dodge.

HEADQUARTERS EASTERN SUBDISTRICT OF TEXAS,
Houston, Tex., February 18, 1863.

SIR: I am instructed by Brigadier-General William R. Scurry, who has been directed by the major-general commanding to investigate the complaint made by yourself to the Secretary of the Navy, of date November 21, 1862, against Colonel X. B. Debray, to request you to forward to these headquarters the evidence in support of the same, and also a full and succinct statement concerning his action of "taking from the Confederate States schooner *Dodge* the men and arms," under your command.

You will also be pleased to furnish authenticated copies of all orders to yourself received from Colonel X. B. Debray, concerning the taking of said men and arms from the *Dodge*, with such statements as may aid Brigadier-General Scurry to get an accurate knowledge of the facts complained of.

Very respectfully,

ALBERT N. MILLS,
Captain and Assistant Adjutant-General.

Commander W. W. HUNTER, C. S. Navy.

Order of Lieutenant-Colonel Rains, on assuming command of Selma Foundry Works.

SPECIAL ORDERS, } HEADQUARTERS GOVERNMENT FOUNDRY,
No. 1. } *Selma, [Ala.], February 20, 1863.*

I. The purchase of the Selma Foundry Works having been effected by the Confederate Government, in accordance with instructions received from the Ordnance Bureau at Richmond, I assume command of the same in behalf of the Army and Navy.

II. Major N. R. Chambliss is hereby appointed executive officer, and during my absence will take charge, under the general direction of Lieutenant-Colonel J. L. White, commanding arsenal.

III. The officers of the Navy who may be assigned to duty at the Government foundry works will have the supervision of such work as may be in progress for that Department.

GEORGE W. RAINS,
Lieutenant-Colonel, Commanding.

Letter from Commander Hunter, C. S. Navy, to Major-General Magruder, C. S. Army, acknowledging receipt of communication.

SMITHFIELD, TRINITY RIVER, POLK COUNTY, TEX.,
February 23, 1863.

SIR: I respectfully acknowledge the receipt, on the 21st instant, of a transcript of a communication to you from the honorable War and Navy Departments in relation to an enquiry or investigation of Colonel X. B. Debray's conduct touching the transfer of the crew of the Confederate schooner *Dodge*.

I am, respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Major-General J. B. MAGRUDER, C. S. Army,
Comdg. Military Dept. of Texas, New Mexico, and Arizona.

Report of Commander Hunter, C. S. Navy, regarding the construction of boats in Trinity River.

NEAR SMITHFIELD, TRINITY RIVER, POLK COUNTY, TEX.,
February 23, 1863.

SIR: In obedience to your order of the 25th ultimo, directing me to complete the boats commenced on Trinity River, I am proceeding with their construction. They will be built without any cost to the Government, Major Washington and one of his neighbors having offered to furnish the necessary materials and mechanics, with such aid as could be spared from my command. They will keep the boats here so long as they are likely to be needed in the public service and will then retain them as their private property. One is done. The great difficulty of obtaining lumber causes some delay in completing the other.

The Trinity River is now very high. This region is completely isolated by the flood. From this place to the prairie, distant 9 miles, there is but one practicable way, and that impassable at the present stage of the water.

I am, very respectfully, -

W. W. HUNTER,
Commander, C. S. Navy.

Major-General JOHN B. MAGRUDER, C. S. Army,
Comdg. Military Dept. of Texas, New Mexico, and Arizona.

Report of Lieutenant Barney, C. S. Navy, commanding C. S. S. Harriet Lane, regarding the condition of that vessel.

HOUSTON, February 23, 1863.

SIR: On 4th instant I informed you of my arrival here, and on 13th reported the condition of the *Harriet Lane*. As communication is now very uncertain, I will recapitulate the contents of that letter.

The injuries received had been repaired so that she was in condition to go to sea. She was stripped of everything except engine in order

to get her over Red Fish bar. General Magruder, deeming it necessary for her safety, and having given up the idea of sending her to sea, proposed keeping her in the upper bay for the defense of approaches to the interior. I enclosed a copy of his communication on that subject. The best information I could get placed the ship's consumption of coal at 23 or 24 tons per day. I found her capable of containing 135 or 140 tons, about six days' supply. It would be unadvisable to carry any on deck, as her draft would be increased so much as to render crossing the bar at night hazardous. The greatest run for one hour which I found on her log was 11 knots under steam and all sail. Her usual rate under steam alone in ordinary weather was about 200 miles per day. I was of opinion that the vessel was not such as to make an efficient cruiser against the enemy's commerce, and await the orders of the Department.

I informed you that some feeling existed at the ship being taken from those who had captured her, and that I thought General M.'s plans had been interfered with by my orders, and that, although the general had treated me with the greatest courtesy and extended every facility to enable me to carry out the views of the Department, I was satisfied that he would prefer that Major Leon Smith, whom he had recommended for an appointment in the Navy, should keep command of the ship, and I added that I believed he would be able, under the circumstances, to render more efficient services than I could. I desire more fully to explain my views on this subject. Major Smith already commands the cotton boats fitted out by General M., and the presence of two forces afloat, under different organizations, and commanders independent of each other, would be very apt to produce confusion and discord. We have a melancholy instance of this in the events on the Mississippi previous to the fall of New Orleans, and the Navy is just now suffering under the most unjust aspersions arising from a want of understanding and cooperation between the naval and military forces, and the jealousy and ill feeling of the commanders of the Army and State gunboats toward the officers of the Navy. Fearing that such a state of things might, under like circumstances, be repeated here, I expressed my belief that should the Department act on General M.'s recommendation the *Harriet Lane* would render more efficient service in harbor defense under Major S., who is a thorough seaman, of correct habits, great energy, and undoubted courage. Since writing that letter I have conversed with General M., who stated that it would not do to put all the boats under naval officers, and agreed with me in the most delicate manner that he thought more efficient service might be rendered by having all the force afloat under one head. From these statements the Department will appreciate the position in which I am placed.

Since I wrote the above report John [William?] Frick, acting chief engineer, has arrived. He puts the consumption of coal at 20 tons per day. From the late officers of the *Harriet Lane*, now in prison here, one of my engineers learned that her minimum consumption of coal was 15 tons per day; that she was very fast in smooth water, but could make but little way against a head sea. Her engineer stated that she got out of coal in running from Washington to Key West. With this additional light, I am still of the opinion that she will not make an efficient cruiser. The blockade at Galveston might be eluded, I think, and if the Department saw fit the attempt be made

to run her into some other port of the Confederate States, or she might be taken abroad and fitted with a propeller.

I have sent by a member of General M.'s staff, who goes to Richmond, a copy of Webster's Dictionary for the purpose designated in your letter of instructions. This also goes by private hand, the mails being very unreliable.

The officers ordered here have all reported except Doctor Page.

Very respectfully,

J. N. BARNEY.

Hon. S. R. MALLORY,
Secretary of Navy.

Order of Lieutenant Barney, C. S. Navy, to Lieutenant Warley, C. S. Navy, regarding the assignment of that officer to the C. S. S. Harriet Lane.

HARRIET LANE,
Galveston Bay, February 26, 1863.

SIR: In reply to your letter of 20th instant I have to state that I am awaiting the decision of the Navy Department as to whether this ship will be sent to sea. Should such be the determination, your services, at all times most desirable, would then become almost indispensable. Until I hear from the Department on this subject I do not feel authorized to deprive the ship of your services as executive officer by allowing you to return East while there is a possibility of the ship being fitted for sea. I am well aware of our relative positions as lieutenants, and although I should be very glad to have the benefit of your ability and experience as executive officer in any duty that may be assigned this ship, I feel that it would be unreasonable to expect you to remain satisfied in that capacity on harbor defense, and I will do all that I can, consistently with my duty to the Government, to further your views. I regret that an immediate compliance with your request does not appear to me to come under that category. The wording of your orders "to report for any duty I might assign you" was merely an attempt on the part of the Department to keep secret the intention of sending the ship to sea. My orders informed me that you were ordered for duty on board this ship, and I do not consider that any larger discretion is vested in me than is usually granted to officers commanding ships of war.

By reference to the coast-survey chart you will find that the ship is still in Galveston Bay and that you are mistaken in placing her in Buffalo Bayou.

Very respectfully, etc.,

J. N. BARNEY.

Lieutenant A. F. WARLEY,
Present.

Proclamation by the President.

It is meet that, as a people who acknowledge the supremacy of a living God, we should be ever mindful of our dependence on Him; should remember that to Him alone can we trust for our deliverance;

that to Him is due devout thankfulness for the signal mercies bestowed on us, and that by prayer alone can we hope to secure the continued manifestation of that protecting care which has hitherto shielded us in the midst of trials and dangers.

In obedience to His precepts we have from time to time been gathered together with prayers and thanksgiving, and He has been graciously pleased to hear our supplications and to grant abundant exhibitions of His favor to our armies and our people. Through many conflicts we have now attained a place among the nations which commands their respect; and to the enemies who encompass us around and seek our destruction, the Lord of Hosts has again taught the lesson of His inspired word, that the battle is not to the strong, but to whomsoever He willeth to exalt.

Again our enemy, with loud boasting of the power of their armed men and mailed ships, threaten us with subjugation, and, with evil machinations, seek even in our own homes and at our firesides to pervert our men servants and our maid servants into accomplices in their wicked designs.

Under these circumstances it is my privilege to invite you once more to meet together and to prostrate yourselves in humble supplication to Him who has been our constant and never-failing support in the past, and to whose protection and guidance we trust for the future.

To this end I, Jefferson Davis, President of the Confederate States of America, do issue this my proclamation, setting apart Friday, the twenty-seventh day of March, as a day of fasting, humiliation, and prayer, and I do invite the people of the said States to repair on that day to their usual places of public worship and to join in prayer to Almighty God that he will continue His merciful protection over our cause; that He will scatter our enemies and set at naught their evil designs, and that He will graciously restore to our beloved country, the blessings of peace and security.

In faith whereof I have hereunto set my hand at the city of Richmond on the twenty-seventh day of February, in the year of our Lord one thousand eight hundred and sixty-three.

[SEAL.]

JEFFERSON DAVIS.

By the President:

J. P. BENJAMIN,
Secretary of State.

Letter from Commander Hunter, C. S. Navy, to Major-General Magruder, C. S. Army, regarding the furnishing of estimates.

NEAR SMITHFIELD, POLK COUNTY, TEX.,
February 27, 1863.

SIR: On the 25th instant I received a letter from Lieutenant Stephen Yancey, acting assistant adjutant-general, as follows, containing a printed General Order, No. 27, dated Houston, Tex., December 22, 1862:

CAPTAIN: I am instructed by the major-general commanding to enquire if you have ever received a copy of the enclosed order, and if so, why the estimates were not made and forwarded to these headquarters.

I would respectfully state that I had not previously seen or known of the General Order No. 27 alluded to, and that funds for my naval command are furnished by the honorable Navy Department. I have therefore no estimates to make for funds for the payment of officers and men in the naval service under my command. A small portion of stationery and medicines, with part of the naval ration, was drawn from the army when no other means of subsistence could be procured; for these the requisite vouchers have been given at the time. If aught else be deemed needful in this matter, I will cheerfully execute it.

I am, respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Major-General JOHN B. MAGRUDER, C. S. Army,
Comdg. Military Dist. of Texas, New Mexico, and Arizona.

[Enclosure.]

GENERAL ORDERS, } HEADQUARTERS DISTRICT OF TEXAS,
No. 27. } NEW MEXICO, AND ARIZONA,
Houston, Tex., December 22, 1862.

I. All officers of the Quartermaster's Department within the limits of this district are hereby ordered to furnish, without delay, to these headquarters, a correct statement of the amount of money hitherto advanced by them to the Medical, the Ordnance, the Commissary, and the Engineer Departments, respectively.

II. In order that each department may act independently, and be self-sustaining, the Chiefs of the Ordnance, Engineer, Medical, and Commissary Departments will hereafter make timely estimates for the necessary funds for their respective departments, and also estimates of funds necessary to repay Quartermaster's Department, through these headquarters, on the heads of their departments at Richmond, Va.

III. Captain Hunter, of the Navy, will, forthwith, make estimates of funds necessary for the payment of officers and men under his command, and for the naval service on this coast. He will also make a separate estimate of funds on the Navy Department for the sums advanced by the Staff Departments of the Army for naval purposes, forwarding the same through these headquarters.

By command of Major-General J. B. Magruder:

EDMUND P. TURNER,
Captain and Assistant Adjutant-General.

N. B.—It is the duty of all officers to acknowledge to these headquarters the receipt of each general or special order that reaches them.

[Telegram.]

PORT HUDSON, LA., February 27, 1863.

The *Essex* can be bought for 300 bales of cotton. This is considered reliable.

FRANK. GARDNER.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, MISS., *February 27, 1863.*

Buy her at any price. I will guarantee payment.

J. C. PEMBERTON.

Major-General FRANK GARDNER,
*Port Hudson.**Report of Chief Engineer Forshey, C. S. Army, referring to defenses.*ON BOARD STEAMER ALAMO,
From Liberty up Trinity (near Cosahatchie Village), March 2, 1863.

GENERAL: The defenses of our coast lines form the absorbing thought with me till I think and dream of little else.

* * * * *

I have just seen Commodore Hunter, who has built a good flat, and is now constructing another for convenient use in crossing troops or the like. He appears in good health and so with his men, though their station here, at a point so far from any possible utility, is a subject of constant derision among the people.

* * * * *

Very respectfully yours,

C. G. FORSHEY.

Major-General MAGRUDER,
*Commanding District of Texas, etc.**Letter from Major-General Gardner, C. S. Army, to Major-General Taylor, C. S. Army, regarding reported movements of the enemy.*HEADQUARTERS,
Port Hudson, La., March 3, 1863.

GENERAL: I have the honor to inform you that the information of another gunboat having passed Vicksburg is erroneous. The river is now entirely free of the enemy between this and that point. The enemy are reported to be again at Rosedale. Information is not positive. The enemy at Baton Rouge are evidently nearly prepared for an advance at this point, and any day may bring information of his putting his force in motion.

I am, sir, respectfully, your obedient servant,

FRANK GARDNER,
*Major-General.*Major-General RICHARD TAYLOR,
*Commanding Western District of Louisiana.**Report of Lieutenant Barney, C. S. Navy, regarding application of Lieutenant Warley, C. S. Navy, for detachment from C. S. S. Harriet Lane.*HARRIET LANE,
Galveston Bay, March 5, 1863.

In forwarding the within application of Lieutenant Warley, I would state that my approbation thereof depends upon the duty

assigned this ship. Should she be sent to sea, Lieutenant Warley's experience would be of the greatest service, and I would be most unwilling to part with him unless some other officer of greater experience than either of the other lieutenants now on board were ordered as executive officer.

Should the ship be retained here for harbor defense, Lieutenant Warley's services could be dispensed with, and his position in the service is so near my own that I most respectfully recommend that his request be granted.

Very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant, Commanding.

Hon. S. R. MALLORY.

P. S.—I believe that in a former communication I omitted to mention that Master M. M. Benton reported for duty on February 4. All the officers ordered have reported except Surgeon Page. I have an army surgeon doing the duty.

J. N. B.

[Telegrams.]

PORT HUDSON, *March 9, 1863.*

Large reinforcements arrived at Baton Rouge yesterday and day before. Force can not be less than 30,000.

FRANK. GARDNER,
Major-General, Commanding.

Lieutenant-General PEMBERTON.

JACKSON, *March 9, 1863.*

Your telegram of 9th received. You have now all the force I can give you. The odds are large against, but I am too much pressed on all sides to give you more. Endeavor to get in all the subsistence you can. I believe you will whip their demoralized army.

J. C. PEMBERTON,
Lieutenant-General, Commanding.

Major-General FRANKLIN GARDNER,
Port Hudson, La.

PORT HUDSON, LA., *March 10, 1863.*

The lieutenant of the *Essex* is reported arrested for treason. My advance pickets have been driven in.

FRANK. GARDNER,
Major-General.

Lieutenant-General PEMBERTON.

Report of Lieutenant Barney, C. S. Navy, commanding C. S. S. Harriet Lane, regarding duty to be performed by that vessel.

C. S. S. HARRIET LANE,
Galveston Bay, March 9, 1863.

SIR: My previous letters have informed you of the condition and position of this ship. Having crossed Red Fish Bar and brought her as high up the bay as her draft of water would permit, I determined to take on board her battery and fit her for service here in accordance with General Magruder's suggestions as expressed in his communication, a copy of which is herewith forwarded marked "A." On informing General Magruder of my determination in regard to the guns, I received this communication, a copy of which, marked "B," is herewith enclosed.

It will be seen that General Magruder has changed his views in regard to the necessity or usefulness of this ship for the defense either of Galveston or the upper bay and tributaries, and speaks only of defending the ship. I do not suppose that it was or is the wish or intention of the Department to keep the ship here with a full complement of officers and men merely for the purpose of defending her in the contingency of an attack.

I have already suggested that should the Department concur in my opinion of the unfitness of the *Harriet Lane* as a cruiser, she might be run into Mobile or some other of our ports, where she would be of service for harbor defense or other duty. It has also been suggested that she would be useful in running the blockade on the Atlantic coast with goods required by the Government, or that converted into a ram by strengthening her bow and sheathing it with iron, with her machinery protected by iron or cotton, she might operate successfully against the blockading fleet.

An excellent crew can be procured here from the army, and it has occurred to me that, fully officered and manned, with one or two guns on board, she might be sent abroad to meet at some designated point one of the vessels building for the Confederacy, and there transfer the officers and crew. She might then be sold or used as a blockade runner.

I shall be very glad to retain command of her for any active warlike purpose, and would be especially pleased to be transferred with the officers and crew to an efficient cruising vessel. Should the *Harriet Lane* be retained in these waters under the circumstances indicated in General M.'s last communication, I take it for granted that I will be immediately detached. The defense of the ship could be intrusted to any good company of soldiers under their own officers. The battery consisted of three IX-inch Dahlgren guns (one pivot and two in broadside), two 24-pound howitzers, and a 30-pound Parrott rifle. Should she be sent out as a cruiser, in my opinion the Dahlgren pivot, with the three lighter guns, would be her proper armament.

It may be proper to add that at the time General Magruder was informed of my wish to take the battery on board he stated to Lieutenant Warley that if the ship were ordered to sea her guns should be restored. I have thought proper to send this communication by the hand of Lieutenant A. F. Warley, who can furnish any information the Department may require in regard to this vessel and subjects

connected therewith. Lieutenant Warley was ordered as executive officer under the supposition that the ship would go to sea, and in which case this experience would be very necessary to me, and should the Department determine to send her out I trust that he or an officer of sea experience will be sent to her; otherwise it seems but justice to him that his application for detachment should be granted.

Acting Chief Engineer Frick reports the machinery in good order, and that the boilers will last one year with care. He now computes the ship's daily consumption of coal at 16 tons. Should she be actively employed she should have two more assistant engineers, only one of those ordered being competent to take charge of the engine. I have had several applications for that position, and would have no difficulty in securing the services of competent persons.

She should also have another medical officer, and I would respectfully call the attention of the Department to the application of Dr. Boyd, who has filled the position of surgeon up to this time and who is desirous to remain as assistant surgeon. His appointment to that post would be acceptable to the officers and myself, and I believe for the public good.

Should she be ordered to Mobile or any other Confederate port, it would be necessary to send a harbor pilot.

Lieutenant Warley is directed before leaving to ascertain whether the obstructions being constructed at Galveston will be of such a nature as to prevent the egress of the ship, and will inform the Department of the result of his enquiry. Upon this of course will depend the future employment of the vessel. Should she be detained in Galveston Bay, I repeat the request, for reasons urged in this and previous letters, that I be relieved from the command and assigned to more active duty.

Very respectfully,

J. N. BARNEY,
Lieutenant, Commanding.

HON. S. R. MALLORY,
Secretary of Navy, Richmond.

Order of Lieutenant Barney, C. S. Navy, to Lieutenant Warley, C. S. Navy, to proceed to Richmond, Va.

C. S. S. HARRIET LANE,
Galveston Bay, March 10, 1863.

SIR: You will proceed by earliest opportunity to Richmond, Va., report to the honorable Secretary of Navy, and present to him the accompanying communications. You will be prepared to furnish to the Navy Department any information that may be required in regard to this vessel and matters connected therewith. Should you meet with any official letters or dispatches for me, you are hereby authorized to open and read them, and will then act as your judgment may dictate in regard to prosecution of this order. Before leaving you will endeavor to obtain information in regard to the obstruction of Galveston Harbor so as to inform the Department thereof.

Should this ship be sent to sea, I expect you to return to her unless a lieutenant should be ordered in your place.

You will be pleased to keep your dispatches in condition ready to be destroyed to prevent their falling into the enemy's hands.

Wishing you a safe and speedy journey,

I am, very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant, Commanding.

Lieutenant A. F. WARLEY, C. S. Navy,
Present.

Letter from Lieutenant Barney, C. S. Navy, to Colonel Sulakowski, C. S. Army, regarding the placing of obstructions in Galveston Harbor.

HARRIET LANE,
Galveston Bay, March 12, 1863.

COLONEL: It may be important in deciding the future employment of this ship that the Navy Department should be informed whether she can leave Galveston at any time. Will you be kind enough to inform me whether the obstructions you are placing there will be of such a nature as to prevent the egress of this ship from the harbor, and if so, at what time that prevention will be complete?

Lieutenant Warley is about going East, and I desire to send the information by him. Should Lieutenant Warley not meet you in Galveston, will you be pleased to telegraph to him, care of General Scurry, Houston? If the obstructions will prevent the ship going out, you will be understood if you telegraph to Lieutenant Warley "No; after ----- days," mentioning the time at which the obstruction will be so far complete as to prevent the ship going out. The answer "Yes" will indicate that the obstruction will not be a bar to the egress of the ship.

As Lieutenant Warley will leave by the first boat, a prompt attention to this matter will oblige,

Very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant, Commanding, C. S. Navy.

Colonel SULAKOWSKI,
Chief Engineer District Texas, etc., Galveston.

Order of the Secretary of the Navy to Commander Bullock, C. S. Navy.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, March 12, 1863.

SIR: The two ships under your immediate charge will be named, respectively, *Mississippi* and *Louisiana*.

In accordance with your wishes, you will take the command of one, and the other will be assigned to Commander T. J. Page, who is instructed to communicate with you.

For the onerous and responsible duty of getting these ships to sea and fitting them for service the Department looks to you alone, and every naval officer and agent of this Department is expected to give all possible aid to this important work.

Circumstances may arise to render a change of instructions expedient, but under existing circumstances the President hopes that these ships may be available for the recovery of New Orleans, and to this great object directs your preparations to be made.

To one so thoroughly familiar with the character and defenses of the Mississippi below New Orleans as yourself details of them are unnecessary.

It is believed that if your two ships could pass the two forts at night they might drive away or destroy the enemy's ships at New Orleans and capture the city.

I am, respectfully, your obedient servant,

S. R. MALLORY,

Secretary of the Navy.

Commander JAMES D. BULLOCH, C. S. Navy,
Liverpool, England.

Report of Brigadier-General Bee, C. S. Army, regarding affairs at mouth of the Rio Grande.

HEADQUARTERS WESTERN SUBDISTRICT OF TEXAS,
Fort Brown, March 11, 1863.

SIR: The Federal steamer *Honduras* arrived off the mouth of the Rio Grande on the 6th instant, but was unable to communicate with the shore until yesterday, when Colonel E. J. Davis and five others landed on the Mexican side and proceeded to Matamoras. The objects of this arrival have not transpired, but rumor says (on the authority of Colonel Davis) that other vessels will soon follow. The *Honduras* is a transport, armed with two rifled guns, 24-pounders, and has aboard 180 men and 8 fieldpieces, with their caissons, but no horses. The men are well armed. She is provided with four surfboats capable of transporting 40 men each. She is evidently uneasy and anchors for the night amongst the fleet in Mexican waters. I have detachments of efficient men at the mouth of the river and at Point Isabel. I do not anticipate a landing, but am prepared for it. I shall go down myself this morning. My opinion is that Colonel Davis came for his family, who have been in Matamoras for some time, and to take off the deserters and renegades, who number full 100 men.

* * * * *

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

H. P. BEE,

Brigadier-General, Provisional Army.

Major A. G. DICKINSON,

A. A. G., Dist. of Texas, New Mexico, and Arizona,

Houston, Tex.

[Telegram.]

JACKSON, *March 11, 1863.*

General Gardner estimates enemy at Baton Rouge at least 30,000, preparing to advance at once. Small force advanced to the Comite

[River]. *Essex* left New Orleans Sunday. Farragut, with *Hartford*, *Richmond*, *Monongahela* on Monday. All transports and all gunboats, except *Pensacola* and *Genesee*, gone up from New Orleans. One hundred and tenth New York Regiment, when ordered to Berwick Bay, mutinied.

I think there is no doubt of an immediate attack. Two dredging machines halfway through canal at Vicksburg. I fear it will succeed in establishing a battery at Grand Gulf. River within 5 feet of high-water mark last year; rising slowly. Enemy's gunboats and transports in Tallahatchie will probably attack our fort on Tallahatchie, 6 miles above Greenwood, in a day or two. We have also cotton-clad steamboats in the river.

J. C. PEMBERTON,
Lieutenant-General, Commanding.

General JOSEPH E. JOHNSTON,
Chattanooga.

[Telegram.]

JACKSON, MISS., *March 12, 1863.*

Since my telegram of the 9th to the Secretary of War the levee at the lower mouth of the canal has given away. * * *

General Loring, from fort on Tallahatchie, 6 miles above Greenwood, telegraphs on the 9th:

From every information I can get, enemy's gunboats will be down to-morrow. They were 75 miles above here to-day.

I think General Loring will be able to repel them. It is impossible to determine correctly enemy's strength, because of the overflow. * * *

Mississippi 5 feet lower than high-water mark last year and rising at Vicksburg. Enemy estimated by General Gardner 30,000 at Baton Rouge. His advance daily expected. *Essex* left New Orleans Sunday. Farragut left on *Hartford*, with *Richmond* and *Monongahela*, on Monday. All gunboats, except *Pensacola* and *Genesee*, and all transports have gone up the river. Several large gunboats and many mortar boats at Port Hudson. * * *

J. C. PEMBERTON.

JEFFERSON DAVIS,
President Confederate States, Richmond.