



UNITED STATES STEAMER BENTON.

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

PUBLISHED UNDER THE DIRECTION OF
The Hon. **VICTOR H. METCALF**, 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 22.

WEST GULF BLOCKADING SQUADRON
FROM JANUARY 1, 1865, TO JANUARY 31, 1866.

NAVAL FORCES ON WESTERN WATERS
FROM MAY 8, 1861, TO APRIL 11, 1862.

WASHINGTON:
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1908.

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Operations of the cruisers from January 19, 1861, to December 31, 1862.

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

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

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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 twenty-first volume of the records (Series I, vol. 21), which has recently been published by the Department, gives the operations of the West Gulf Blockading Squadron from January 1 to December 31, 1864. The present volume (Series I, vol. 22) gives the operations of the West Gulf Blockading Squadron from January 1, 1865, to January 31, 1866, and the operations of the Naval Forces on Western Waters from May 8, 1861, to April 11, 1862.

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., October, 1908.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1904):

* * * 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.
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- 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.

UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING SQUADRON, JANUARY 1, 1865, TO JANUARY 31, 1866.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Albatross.....	Fourth...	378	Screw steamer.....	95	6
Althea.....	Fourth...	72	....do.....	15	1
Antona.....	Fourth...	565	....do.....	56	6
Arizona.....	Third.....	959	Side-wheel steamer.....	82	7
Arkansas.....	Third.....	752	Screw steamer.....	75	1
Aroostook.....	Fourth...	507	....do.....	83	7
Arthur.....	Fourth...	554	Sailing bark.....	32	6
Augusta Dinsmore.....	Third.....	850	Screw steamer.....	66	4
Bienville.....	Second...	1,558	Side-wheel steamer.....	185	11
Bloomer.....	Fourth...	130	Paddle-wheel steamer.....	16	2
Bohio.....	Fourth...	197	Sailing brig.....	34	6
Buckthorn.....	Fourth...	128	Screw steamer.....	22	3
Carrabasset.....	Fourth...	202	Paddle-wheel steamer.....	45	6
Cayuga.....	Fourth...	507	Screw steamer.....	78	7
Charlotte.....	Fourth...	70	Schooner.....	14	2
Chickasaw.....	Fourth...	970	Ironclad.....	138	4
Cincinnati.....	Fourth...	512	....do.....	154	13
Chocura.....	Fourth...	507	Screw steamer.....	80	7
Clematis.....	Fourth...	297	....do.....	42	3
Cornubia.....	Fourth...	600	Paddle-wheel steamer.....	76	5
Corypheus.....	Fourth...	82	Schooner yacht.....	21	2

* 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.

ORDER OF COMPILATION OF NAVAL WAR RECORDS. XV

UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING SQUADRON, JANUARY 1, 1865, TO JANUARY 31, 1866—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Cowslip.....	Fourth...	220	Side-wheel steamer.....	36	3
Elk.....	Fourth...	162	Paddle-wheel steamer.....	162	6
Estrella.....	Fourth...	438	Side-wheel steamer.....	57	3
Fearnot.....	Fourth...	1,012	Storeship.....	45	1
Fort Gaines.....	Fourth...	80	Side-wheel steamer.....	56	4
Fort Jackson.....	Second...	1,770	....do.....	193	11
Genesee.....	Third.....	803	....do.....	113	8
Gertrude.....	Fourth...	350	Screw steamer.....	68	8
Glasgow.....	Fourth...	252	Side-wheel steamer.....	30	6
Glide.....	Fourth...	232	Paddle-wheel steamer.....	45	6
Grand Gulf.....	Third.....	1,200	Screw steamer.....	220	11
Hollyhook.....	Fourth...	300	Side-wheel steamer.....	42	3
Ida.....	Fourth...	104	Screw steamer.....	(*)	1
Itasca.....	Fourth...	507	....do.....	70	6
J. C. Kuhn.....	Fourth...	888	Sailing bark.....	61	4
Jasmine.....	Fourth...	122	Screw steamer.....	19	2
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
Kickapoo.....	Fourth...	970	Ironclad.....	123	4
Kineo.....	Fourth...	507	Screw steamer.....	81	6
Kittatinny.....	Fourth...	450	Schooner.....	60	6
Lackawanna.....	Second...	1,533	Screw steamer.....	298	14
Maria A. Wood.....	Fourth...	344	Schooner.....	25	2
Mercedita.....	Third.....	776	Screw steamer.....	107	9
Metacomet.....	Third.....	974	Side-wheel steamer.....	162	10
Meteor.....	Fourth...	221	Side-wheel steamer.....	44	6
Milwaukee.....	Fourth...	970	Ironclad.....	127	4
Monongahela.....	Second...	1,378	Screw steamer.....	176	11
Narcissus.....	Fourth...	101	....do.....	19	2
New London.....	Fourth...	221	....do.....	47	5
Nyanza.....	Fourth...	203	Paddle-wheel steamer.....	46	8
Octorara.....	Third.....	829	Side-wheel steamer.....	118	10
Oneida.....	Third.....	1,032	Screw steamer.....	166	12
Osage.....	Fourth...	523	Ironclad.....	142	2
Ossipee.....	Second...	1,240	Screw steamer.....	141	13
Owasco.....	Fourth...	507	....do.....	91	5
Pampero.....	Fourth...	1,375	Ship.....	50	6
Pembina.....	Fourth...	507	Screw steamer.....	91	5
Penguin.....	Fourth...	389	....do.....	71	7
Penobscot.....	Fourth...	507	....do.....	82	4
Pink.....	Fourth...	184	....do.....	29	3
Pinola.....	Fourth...	507	....do.....	75	4
Pocahontas.....	Fourth...	694	....do.....	173	6
Port Royal.....	Third.....	805	Side-wheel steamer.....	131	10
Portsmouth.....	Third.....	1,022	Ship.....	161	20
Potomac.....	Second...	1,726	....do.....	331	42
Preston.....	Fourth...	428	Screw steamer.....	(*)	3
Princess Royal.....	Third.....	828	....do.....	90	7
Quaker City.....	Second...	1,600	Side-wheel steamer.....	163	7
R. R. Cuyler.....	Third.....	1,202	Screw steamer.....	154	12

* No rolls.

XVI ORDER OF COMPILATION OF NAVAL WAR RECORDS.

UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING SQUADRON, JANUARY 1, 1865, TO JANUARY 31, 1866.—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Richmond.....	Second....	1,929	Screw steamer.....	261	22
Rodolph.....	Fourth....	217	Paddle-wheel steamer.....	60	6
Rose.....	Fourth....	96	Screw steamer.....	19	2
Sam Houston.....	Fourth....	66	Schooner.....	12	1
Sciota.....	Fourth....	507	Screw steamer.....	65	4
Sebago.....	Third....	832	Side-wheel steamer.....	148	10
Selma.....	Fourth....	590	Paddle-wheel steamer.....	99	4
Seminole.....	Third....	801	Screw steamer.....	104	9
Stookdale.....	Fourth....	188	Stern-wheel steamer.....	63	6
Tallahatchie.....	Fourth....	171	.....do.....	51	6
Trefoil.....	Fourth....	370	Screw steamer.....	44	2
Tritonia.....	Fourth....	202	Side-wheel steamer.....	26	3
Vincennes.....	Third....	700	Ship.....	162	10
Virginia.....	Fourth....	581	Screw steamer.....	61	7
William G. Anderson.....	Fourth....	593	Sailing bark.....	102	8
Winnebago.....	Fourth....	970	Ironclad.....	118	4

NOTE.—For disposition of vessels in the Gulf at the close of hostilities, see pages 252-256.

UNITED STATES VESSELS OF WAR SERVING IN THE WESTERN FLOTILLA, MAY 8, 1861, TO APRIL 11, 1862.

Name.	Rate.	Tonnage.	Class.	Guns.
Benton.....	Third....	1,000	Ironclad (center-wheel).....	16
Cairo.....	Third....	512	.....do.....	13
Carondelet.....	Third....	512	.....do.....	13
Choctaw.....	Third....	1,004	.....do.....	4
Cincinnati.....	Third....	512	.....do.....	13
Conestoga.....	Fourth....	512	Side-wheel steamer.....	4
Dauntless*.....	Fourth....	50	Tug.....	None.
Essex.....	Third....	1,000	Ironclad (center-wheel).....	5
Great Western.....	Fourth....	800	Ordnance steamer (side-wheel).....	3
Judge Torrence.....	Fourth....	700	.....do.....	1
Lexington.....	Fourth....	448	Gunboat (side-wheel).....	6
Louisville.....	Fourth....	326	Gunboat (center-wheel).....	13
Marla Denning.....			Receiving ship, Cairo, Ill.....	
Mound City.....	Third....	512	Ironclad (center-wheel).....	13
New Era.....	Fourth....	157	Screw steamer.....	6
Pittsburg.....	Third....	512	Ironclad (center-wheel).....	13
St. Louis †.....	Third....	512	.....do.....	13
Tyler.....	Fourth....	575	Gunboat (paddle-wheel).....	7
William H. Brown.....	Fourth....	800	Paddle-wheel steamer.....	1

* Known officially as the Mignonette.

† Known later as the Baron de Kalb.

1861-62.

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

WEST GULF BLOCKADING SQUADRON.

FROM JANUARY 1, 1865, TO JANUARY 31, 1866.

WEST GULF BLOCKADING SQUADRON.

FROM JANUARY 1, 1865, TO JANUARY 31, 1866.

Report of Commodore Palmer, U. S. Navy, transmitting list of vessels composing the West Gulf Squadron.

No. 33.]

NEW ORLEANS, January 1, 1865.

SIR: I have the honor to enclose to the Department a list of vessels belonging to the West Gulf Squadron, with the number of their guns, the class to which they belong, their commanding officers, and present duty or station.

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

JAS. S. PALMER,

Commodore, Commanding West Gulf Blockading Squadron.

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

[Enclosure.]

Stations of vessels composing the West Gulf Blockading Squadron, January 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Antona.....	5	Screw.....	Actg. Vol. Lieut. John F. Harden	Mobile Bay.
Arizona.....	7	Paddle wheel.	Actg. Master H. Tibbits.....	New Orleans.
Aroostook.....	7	Screw.....	Lieut. Commander Jos. S. Skerrett.	Do.
Althea.....	1	Screw.....	Actg. Ensign F. A. G. Bacon.....	Mississippi Sound.
Arkansas.....	5	Screw.....	Actg. Vol. Lieut. David Cate.....	New Orleans.
Arthur.....	6	Bark.....	Actg. Master J. E. Stannard.....	Pensacola Bay.
Anderson, W. G.....	8	Bark.....	Actg. Ensign R. H. Carey.....	Do.
Augusta Dinsmore..	4	Screw.....	Actg. Vol. Lieut. Miner B. Crowell	New Orleans.
Blenville.....	10	Paddle wheel.	Commander J. R. M. Mullany....	Do.
Bloomer.....	2	Stern wheel..	Actg. Third Asst. Engineer Thos. G. Jones.	East Pass.
Buckthorn.....	2	Screw.....	Actg. Vol. Lieut. W. Godfrey.....	Mobile Bay.
Boho.....	7	Brig.....	Actg. Master Wm. M. Stannard..	Pensacola Bay.
Cayuga.....	7	Screw.....	Lieut. Commander Henry Wilson	Off Galveston.
Chickasaw.....	4	Ironclad.....	Lieut. Commander G. H. Perkins	Mobile Bay.
Chocura.....	4	Screw.....	Lieut. Commander R. W. Meade, jr.	Calcasieu Pass.
Cornubia.....	5	Paddle wheel.	Actg. Vol. Lieut. John A. Johnstone.	New Orleans.
Carrabasset.....	6	Stern wheel..	Actg. Vol. Lieut. Ezra Leonard..	Berwick Bay.
Cowalip.....	3	Paddle wheel.	Actg. Master Wm. T. Bacon.....	Mississippi Sound.
Corypheus.....	2	Schooner.....	Actg. Master J. S. Clark.....	Mobile Bay.
Charlotte.....	2	Schooner.....	Actg. Master's Mate A. Whiting.	Pensacola Bay.
Estralla.....	5	Paddle wheel.	Actg. Master G. P. Pomeroy.....	New Orleans.
Fearnot.....	5	Ship.....	Actg. Ensign A. Rich, jr.....	Do.
Fort Gaines.....	4	Stern wheel..	Actg. Master John R. Hamilton..	Lake Pontchartrain.
Genesee.....	8	Paddle wheel.	Lieut. Commander John Irwin..	Mobile Bay.
Gertrude.....	8	Screw.....	Actg. Master H. C. Wade.....	Off Galveston.
Glide.....	6	Stern wheel..	Actg. Master L. S. Fickett.....	New Orleans.
Glasgow.....	3	Paddle wheel.	Actg. Master R. J. Hoffner.....	Do.
Hollyhock.....	3	Paddle wheel.	Actg. Ensign Franklin Ellms....	Do.
Itasca.....	4	Screw.....	Lieut. Commander Geo. Brown..	Do.
Ida.....	1	Screw.....	Pilot B. Tarbell.....	Do.

Stations of vessels composing the West Gulf Blockading Squadron—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty of station.
Jackson, J. P.	6	Paddle wheel.	Lieut. Commander B. Gherardi.	Mississippi Sound.
Jasmine	2	Screw	Actg. Ensign F. J. Branton.	Pensacola Bay.
Kanawha	4	Screw	Lieut. Commander B. B. Taylor.	Pass Cavallo.
Katahdin	7	Screw	Actg. Master E. A. Terrell.	New Orleans.
Kineo	6	Screw	Lieut. Commander John Watters	Do.
Kennebec	5	Screw	Lieut. Commander Trevett Abbot	Pensacola Bay.
Kickapoo	4	Ironclad	Lieut. Commander M. P. Jones.	Mobile Bay.
Kuhn, J. C.	6	Bark	Actg. Ensign S. H. Newman.	Pensacola Bay.
Lackawanna	14	Screw sloop.	Captain G. F. Emmons.	Off Galveston.
Metacomet	10	Paddle wheel.	Lieut. Commander J. E. Jouett.	Cruising
Milwaukee	4	Ironclad	Lieut. Commander Jas. H. Gillis.	Mobile Bay.
Monongahela	11	Screw sloop.	Commander Jas. H. Strong.	Off Galveston.
Meteor	6	Stern wheel.	Actg. Master M. Jordan.	Pass à l'Outre.
Maria A. Wood	3	Schooner.	Actg. Master John Ross.	Mobile Bay.
New London	5	Screw	Actg. Master Lyman Wells.	Calcasieu Pass.
Nyanza	6	Stern wheel.	Actg. Vol. Lieut. C. A. Boutelle.	Berwick Bay.
Narcissus	1	Screw tug.	Repairing.	Mobile Bay.
Octorara	10	Paddle wheel.	Lieut. Commander W. W. Low.	Do.
Onida	12	Screw sloop.	Commander T. H. Stevens.	New Orleans.
Osaipes	13	Screw sloop.	Commander W. E. Le Roy.	Pensacola Bay.
Owasco	5	Screw	Actg. Master T. B. Sears.	Do.
Pembina	5	Screw	Lieut. Commander J. G. Maxwell.	Sabine Pass.
Penguin	7	Screw	Actg. Vol. Lieut. Jas. R. Beers.	Pensacola Bay.
Penobscot	4	Screw	Lieut. Commander A. E. K. Benham.	San Luis Pass.
Pinola	4	Screw	Lieut. Commander Henry Erben.	Pensacola Bay.
Port Royal	10	Paddle wheel.	Actg. Master T. M. Gardner.	New Orleans.
Princess Royal	7	Screw	Commander M. B. Woolsey.	Off Galveston.
Pocahontas	6	Screw	Actg. Master E. E. Pendleton.	New Orleans.
Pampero	6	Ship	Actg. Master O. Colburn.	South West Pass.
Portsmouth	18	Sloop	Commander L. O. Sartori.	New Orleans.
Potomac	42	Frigate	Commander Alex. Gibson.	Pensacola Bay.
Richmond	22	Screw sloop.	Captain T. A. Jenkins.	Mobile Bay.
Rodolph	6	Stern wheel.	Actg. Master N. M. Dyer.	Mississippi Sound.
Rose	2	Screw tug.	Actg. Ensign W. D. Maddocks.	Do.
Sciota	4	Screw	Actg. Vol. Lieut. J. W. Magune.	Pensacola Bay.
Sebago	10	Paddle wheel.	Lieut. Commander Wm. E. Fitzhugh.	Mobile Bay.
Selma	4	Paddle wheel.	Lieutenant A. R. Yates.	New Orleans.
Seminole	9	Screw sloop.	Commander A. G. Clary.	Rio Grande.
Stockdale	6	Stern wheel.	Actg. Vol. Lieut. Thos. Edwards.	Mississippi Sound.
Sam Houston	1	Pilot boat.	Actg. Vol. Lieut. and Pilot Martin Freeman.	Mobile Bay.
Tallahatchie	6	Stern wheel.	Actg. Master T. J. Linnekin.	Mississippi Sound.
Tritonia	1	Paddle wheel.	Actg. Vol. Lieut. Geo. Wiggin.	Mobile Bay.
Virginia	7	Screw	Actg. Vol. Lieut. C. H. Brown.	Off Galveston.
Vincennes	10	Sloop	Lieut. Commander C. H. Greene.	Ship Island.
Winnebago	4	Ironclad	Lieut. Commander W. A. Kirkland.	Mobile Bay.

* On leave.

Order of the Secretary of the Navy to Commodore Palmer, U. S. Navy, regarding tugs for the West Gulf Squadron.

NAVY DEPARTMENT, January 3, 1865.

SIR: I have received your No. 17, representing that more tugs are needed in the West Gulf Squadron.

If there are tugs at New Orleans that can be procured, and you consider them suitable for the service, you will have them examined and appraised and report the result to the Department, furnishing the age of machinery and hull and other important data with regard to them.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore JAS. S. PALMER,
Commanding (pro tem) West Gulf Blockading Squadron,
New Orleans.

Capture of the schooner Mary Ellen, January 3, 1865.

Report of Lieutenant-Commander Taylor, U. S. Navy, commanding U. S. S. Kanawha.

U. S. GUNBOAT KANAWHA,
Off Velasco, Tex., January 3, 1865.

SIR: I have the honor to report that about 1:15 a. m. this morning, while lying in 6 fathoms water, Velasco bearing W. S. W. $\frac{1}{2}$ W., compass, distant about 5 miles, I discovered a schooner about 500 yards from me, standing to the W., the wind at the time being light from the southward. The stranger discovered us apparently about the same time that we did him, and immediately tacked and stood offshore to the eastward. I at once got underway and gave chase, and brought him to at about 1:45 a. m. by firing a shot across his bows. She proved to be the schooner *Mary Ellen*, from Matamoras, cleared for New Orleans, her papers apparently correct; but from the track made since leaving the Rio Grande, together with documents found on board, and the fact that she was standing in for Velasco when she was discovered (although the wind was fair for New Orleans), left no doubt in my mind that it was her intention to violate the blockade. I therefore seized her and sent her into New Orleans for adjudication.

The *Mary Ellen* is a schooner of 173 tons, and had no cargo on board.

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

B. B. TAYLOR,
Lieutenant-Commander.

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

Additional report of Lieutenant-Commander Taylor, U. S. Navy, commanding U. S. S. Kanawha.

U. S. GUNBOAT KANAWHA,
Off Velasco, Tex., January 7, 1865.

SIR: I seize the opportunity offered by the *Arkansas* of informing you that on the morning of the 3d instant I captured the schooner *Mary Ellen*, of Montreal, while trying to run into Velasco. The *Mary Ellen* is quite a large schooner (173 tons), but was in ballast. She was commanded by one Cooper, a notorious blockade runner, the same who was captured in the schooner *Lilly* a few months ago while trying to make his way into Velasco. I dispatched the *Mary Ellen* on the 3d in charge of a competent crew for New Orleans.

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

B. B. TAYLOR,
Lieutenant-Commander.

Captain GEO. F. EMMONS,
Commanding 2d Division West Gulf Blockading Squadron,
U. S. S. Lackawanna, off Galveston, Tex.

Report of Acting Master Wade, U. S. Navy, commanding U. S. S. Gertrude, regarding the chase of a vessel off Galveston.

U. S. S. GERTRUDE,
Off Galveston, Tex., January 4, 1865.

SIR: I respectfully submit the following report: At 2:25 this morning I discovered a strange sail bearing N. by W. $\frac{1}{2}$ W., running in. Immediately went to quarters, slipped the cable, and gave chase. At the same time fired two shots. Finding the water shoaling, I did not deem it prudent to run farther in. I then ran out into 3 $\frac{1}{2}$ fathoms and anchored.

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

H. C. WADE,
Acting Master, Commanding.

Commander M. B. WOOLSEY,
Senior Officer off Galveston, U. S. S. Princess Royal.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Seminole, regarding the seizure of American schooner in Mexican waters, and other matters, off Brazos Santiago, Tex.

U. S. S. SEMINOLE,
Off Brazos Santiago, Tex., January 4, 1865.

MY DEAR SIR: I have but little to communicate, and probably the first item may have been reported to you by Lieutenant-Commander Wilson.

I allude to the seizure of an American schooner on the 2d ultimo by piratical rebels in Mexican waters, the master being ashore at the time. She had cargo aboard. Have not heard of the schooner or her own crew since. Brigadier-General Pile has, I learn, made application to Mexican authorities in reference to this seizure. It occurs to me to advise Mexican officials upon the instance of another capture to threaten them with reprisals.

From our scouts and stragglers to our lines here we learn that the Mexicans are rendering up all rebel deserters and refugees to rebel authority in Texas.

The three-masted scow that ran into the river here in a norther fetched up on the Federal side, but a line was made fast to her from the other shore and hauled over safe by the Mexicans and rebels. I presume she had run out of some port to the northward with 70 bales cotton.

During the norther of the 31st ultimo many of the fleet anchored at the river put to sea. They are now standing back; one, a schooner (English), lost her anchors; went ashore here last night. I sent boats to her this morning. She has 100 bales cotton aboard. The wreckers may save her cotton if the weather continues favorable. The schooner will be a total loss. A bark capsized during the gale and is now ashore, completely buried in the sand. It is said she had 1,400 bales cotton on board; they will have to blow her up to get it out.

January 8.—The schooner ashore here has bilged; the cotton has been landed; how it is to be disposed of has not been decided. The general has five or six bales picked up from other sources, which he

proposes to ship by quartermaster's transport to New Orleans, forwarding a statement of its recovery, etc. In this case should dispatch an officer from this ship in charge to represent the Navy.

I regret to state we have only seven days' coal remaining from this date (8th). It happened in this wise: all our firewood being stowed in one of the bunkers, and without my knowledge. I hardly anticipate this statement reaching you in time to be relieved; shall therefore return up the coast at the last moment. We have two or three men whose term of service has expired, one of whom, a marine, has been enlisted four years. With these we shall be some sixteen or eighteen short of our complement; 4 seamen, 4 ordinary seamen, and 8 landsmen will suffice.

The master of the American schooner *Empire State*, of Bangor, Me., requested to be permitted to go into the Brazos to repair, which was granted, she having no cargo.

I apprehend our engines will be crippled entirely, both the main and donkey pumps so worn and corroded; they require constant repairs and patching and will be soon beyond any remedy. Nearly two months since made application for a new donkey pump, but even then it could not be fitted without facilities of the workshop. The ship leaks eight or nine feet per day, and the bilge is choked up between the forward and after holds. We keep two pumps going night and day; still we have 12 inches water in one of the coal bunkers and swashing under the boilers.

I shall ask the general here to allow the next transport going north to convey this communication off Galveston. As about to close this the *Arkansas* hove in sight, and, during one of the most severe northers of the season, managed to get a boat to her by hauling it back with a buoyed line.

January 10.—Still heavy weather and no communication to the supply steamer. Am in hopes the gale will moderate sufficiently to get the steamer off north during the night.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

Captain EMMONS.

Letter from the Secretary of the Navy to Commodore Palmer, U. S. Navy, forwarding copy of letter containing a reflection upon officers of the Navy on the blockade of Galveston.

NAVY DEPARTMENT, *January 5, 1865.*

SIR: I transmit herewith a copy of a communication * addressed to the Adjutant-General of the Army by a Lieutenant-Colonel [David] Branson, Sixty-second Regiment U. S. Colored Infantry, and referred to this Department, in which there is a reflection in general terms upon officers of the Navy on blockade duty off Galveston, Tex.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore JAMES S. PALMER,
Commanding (pro tem.) West Gulf Blockading Squadron.

* See Vol. 21, p. 778.

Report of Lieutenant-Commander Gherardi, U. S. Navy, senior officer off Pascagoula, regarding proposed seizure of schooner engaged in transportation of cotton.

U. S. S. J. P. JACKSON,
Off Pascagoula, January 5, 1865.

SIR: I enclose you a copy of an order received this morning from Naval Headquarters, New Orleans, which I have obeyed. I also received an order to send the paymaster of this vessel to New Orleans as a witness in the case of Acting Volunteer Lieutenant Pennington.

I have to report that there are on Horn Island 36 bales of cotton and about 100 barrels of rosin, said to belong to a Mr. Hotchkiss, who is at present in New Orleans. I enclose you a copy of the only order I can find in regard to it. On Round Island there are about 3,000 pounds of cotton in bags, claimed by a Spaniard, who calls himself Palermo. I can not find out by whose permission it was landed. Palermo owns a schooner and has a pass permitting him to trade between Lakeport, Mobile Point, and Pensacola. I intend seizing his schooner, and arrest him on the ground of illegal trading.

I am very much in want of coal. I have hauled my fires, having given the *Rose* all the coal I could spare. The Army has returned what they owed, and I have had to borrow some from them for the tinclads. When men's time expires shall I send them to the *Potomac* to await transportation north? Many of them desire to be discharged in New Orleans. As Commodore Palmer's order grants permission to do so, I intend granting their request.

One engineer reported a few days since for duty on board of the *Rose*. The one you sent yesterday I shall order to the *Rodolph* in the place of Mr. [Levi] Robbins.

Very respectfully, your obedient servant,

BANCROFT GHERARDI,
Lieutenant-Commander and Senior Officer.

Captain T. A. JENKINS,
Comdg. 1st Div. West Gulf Blockdg. Squadron, Mobile Bay.

Report of Lieutenant-Commander Kirkland, U. S. Navy, regarding the dispatching of foraging party to Bon Secours, Ala.

U. S. S. WINNEBAGO,
Mobile Bay, January 5, 1865.

SIR: One of the boats belonging to this vessel this morning picked up the corpse of a man, which I immediately sent on shore and buried. It was recognized as that of a seaman belonging to the *Maria Wood*, who fell overboard on Friday last. I also have a contraband who came on board this morning, and left Bon Secours a day or two since. He appears intelligent, and mentions that several sloops and sailboats belonging to rebels, in the above-named vicinity, have been raised (they were sunk), and also that there are some 50 barrels of turpentine and 2 copper distillers which belong to rebels, and can be secured without difficulty, as there are no rebel soldiers near. I have sent a foraging party, about 33 strong, to pick up anything that might be of value to us. The boy states that the copper kettles are very

heavy (seven or eight hundred pounds each). It will be a night operation, and the contraband says there are no obstacles in the way of complete success.

I am, very respectfully, your obedient servant,

WM. A. KIRKLAND,
Lieutenant-Commander, Commanding.

Captain THORNTON A. JENKINS,
Comdg. 1st Div. West Gulf Blockdg. Squadron, Mobile Bay.

Report of Lieutenant-Commander Kirkland, U. S. Navy, regarding articles captured by foraging party in Bon Secours Bay, Ala.

U. S. S. WINNEBAGO,
Mobile Bay, January 15, 1865.

SIR: On the 5th instant a boat expedition of three boats and 33 men, under the command of Acting Ensign Michl. Murphy, left this vessel and went to Bon Secours Bay, outside of our army lines, and in rebel territory, where they captured the following (rebel) property, viz: Two copper distillery kettles; 1,280 pounds copper pipes; 4 sloop boats, with spars and rigging.

The boats returned after an absence of about forty-eight hours, having met no armed opposition.

Respectfully,

WM. A. KIRKLAND,
Lieutenant-Commander, Commanding.

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

Order of Lieutenant-Commander Gherardi, U. S. Navy, to Acting Master Dyer, U. S. Navy, commanding U. S. S. Rodolph, for the seizure of schooner Isabella.

U. S. S. J. P. JACKSON,
East Pascagoula, January 7, 1865.

SIR: You will be pleased to arrest Mr. Palermo, who claims to run the schooner *Isabella*. You will also seize the schooner and send her alongside of me.

Very respectfully,

BANOROFF GHERARDI,
Lieutenant-Commander.

Acting Master N. M. DYER,
Commanding U. S. S. Rodolph.

Report of Acting Master Devoe, U. S. Navy, transmitting cipher of Confederate Signal Corps.

WILLARD'S HOTEL,
Washington, January 7, 1865.

SIR: In consequence of information received from New York last evening, I am compelled to return there at once.

Enclosed please find the rebel cipher, with directions how to use it. I will send you the other cipher, etc., from New York.

Respectfully, etc.,

J. B. DEVOR,
Acting Master, U. S. Navy.

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

Please forward the enclosed.

[Enclosure.]

Cipher used in Confederate Signal Corps.

The new key not known.

The new key word is "Complete Victory."

The old key was "Manchester Bluff," to be used as follows:

Write under each letter of the message to be sent the letter of the key word, and repeating it as often as the number of letters in each sentence of the message requires and always commencing a new sentence with the first letter of the key word. Find in the table the first letter of the message perpendicularly under the letter A. Then find the first letter of the key word horizontally opposite A. The letter at the intersection of the horizontal and perpendicular columns starting from the two letters thus found will be the cipher letter to be written in place of the true letter. The same process is required for each letter when the message becomes complete.

To interpret such a cipher the process must be reversed. Write as before the letters of the key word under those of the cipher. Take the first letter of the key word in the table opposite A and trace down that column till the first letter of the cipher is found. The letter opposite this and perpendicularly under A will be the first of the message. So on till the message is completed.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A
C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B
D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C
E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D
F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E
G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F
H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G
I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H
J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I
K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J
L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K
M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L
N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M
O	P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N
P	Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Q	R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
R	S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
S	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
V	W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
W	X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
X	Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
Y	Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
Z	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y

Letter from Major-General Granger, U. S. Army, to Acting Master Dyer, U. S. Navy, commanding U. S. S. Rodolph, requesting assistance in securing rations for his command.

HDQRS. DIST. OF WEST FLORIDA AND SOUTH ALABAMA,
January 12, 1865.

CAPTAIN: My command is entirely out of rations at the front, and I have to request that you run over to West Pascagoula, take on a load, and deliver it at Griffin's and Elder's ferries as speedily as possible.

All our rations on hand here are on board the *Tamaulipas*, hopelessly aground on the bar.

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

G. GRANGER,
Major-General, Commanding.

Captain DYER, U. S. Navy.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Seminole, regarding the capture of Confederate schooner Josephine.

U. S. S. SEMINOLE,
Off Brazos Santiago, Tex., January 14, 1865.

SIR: I have the honor to report the capture of the rebel schooner *Josephine*, Samuel L. Townsend, master, of and from Galveston, Tex., bound to Matamoras, Mexico, with 134 bales cotton on board, off this port, and distant about 4 miles, this instant. The only paper we find on board is a rebel register (42 tons burden); no flag.

The master and crew are all rebel citizens of Texas. I shall dispatch her to New Orleans, La., in charge of Acting Master William A. Maine, for adjudication. Accompanying this is the prize crew list for the same.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

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

Report of Commodore Palmer, U. S. Navy, transmitting list of vessels composing the West Gulf Squadron.

NEW ORLEANS, January 15, 1865.

SIR: I have the honor to enclose to the Department a list of vessels belonging to the Western Gulf Squadron, with the number of their guns, the class to which they belong, their commanding officers, and present duty or station.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding Western Gulf Blockading Squadron.

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

[Enclosure.]

List of vessels within the limits of the West Gulf Squadron, January 15, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Antona.....	5	Screw.....	Actg. Vol. Lieut. J. F. Harden..	Mobile Bay.
Arizona.....	7	Paddle wheel.	Acting Master H. Tibbits.....	New Orleans.
Aroostook.....	7	Screw.....	Lieut. Commander J. S. Skerrett.	Do.
Althea.....	1	Screw.....	Acting Ensign F. A. G. Bacon..	Mobile Bay.
Arkansas.....	5	Screw.....	Actg. Vol. Lieut. D. Cate.....	New Orleans.
Augusta Dismore.	4	Screw.....	Actg. Vol. Lieut. M. B. Crowell..	Do.
Arthur.....	6	Bark.....	Actg. Master J. E. Stannard....	Pensacola Bay.
Anderson, W. G.	8	Bark.....	Acting Ensign R. H. Carey.....	Do.
Blenville.....	10	Paddle wheel.	Commander J. R. M. Mullany..	Coast of Texas.
Bloomer.....	2	Stern wheel..	Actg. 3d Asst. Eng. T. G. Jones.	East Pass.
Buckthorn.....	2	Screw.....	Actg. Vol. Lieut. W. Godfrey....	Pensacola Bay.
Bohio.....	7	Brig.....	Actg. Master W. M. Stannard....	Mississippi Sound
Cayuga.....	7	Screw.....	Lieut. Commander H. Wilson....	Off Galveston.
Chickasaw.....	4	Ironclad.....	Lieut. Commander G. H. Perkins.	Mobile Bay.
Chocura.....	4	Screw.....	Lieut. Commander R. W. Meade, jr.	Calcasieu Pass.
Cornubia.....	5	Paddle wheel.	Actg. Vol. Lieut. John A. Johnstone.	New Orleans.
Carrabaset.....	6	Stern wheel..	Actg. Vol. Lieut. Ezra Leonard..	Berwick Bay.
Cowslip.....	3	Paddle wheel.	Actg. Master Wm. T. Bacon.....	New Orleans.
Corypheus.....	2	Schooner.....	Pilot Wm. Stewart.....	Mobile Bay.
Charlotte.....	2	Schooner.....	Actg. Master's Mate A. Whiting.	East Pass.
Estrella.....	5	Paddle wheel.	Actg. Master G. P. Pomeroy....	New Orleans.
Elk.....	6	Stern wheel..	Actg. Vol. Lieut. N. Kirby.....	Lake Pontchartrain.
Fearnot.....	5	Ship.....	Actg. Ensign A. Rich, jr.....	New Orleans.
Fort Gaines.....	4	Stern wheel..	Actg. Master John Hamilton....	Lake Pontchartrain.
Genesee.....	8	Paddle wheel.	Lieut. Commander John Irwin..	Mobile Bay.
Gertrude.....	8	Screw.....	Actg. Master H. C. Wade.....	Off Galveston.
Glide.....	6	Stern wheel..	Actg. Master L. S. Fickett.....	New Orleans.
Glasgow.....	3	Side wheel..	Actg. Master E. J. Hoffner.....	Do.
Hollyhock.....	3	Side wheel..	Actg. Ensign Frank Eilms.....	Do.
Itasca.....	4	Screw.....	Lieut. Commander Geo. Brown..	Do.
Ida.....	1	Screw.....	Pilot Benj. Tarball.....	Do.
Jackson, J. P.	6	Side wheel..	Lieut. Commander B. Gherardi..	Mississippi Sound.
Jasmine.....	2	Screw.....	Actg. Ensign F. J. Brenton.....	Pensacola Bay.
Kickapoo.....	4	Ironclad.....	Lieut. Commander M. P. Jones..	Mobile Bay.
Kanawha.....	4	Screw.....	Lieut. Commander B. B. Taylor..	Pass Cavallo.
Katahdin.....	7	Screw.....	Actg. Master E. A. Terrell.....	New Orleans.
Kineo.....	6	Screw.....	Lieut. Commander John Watters.	Do.
Keenebec.....	5	Screw.....	Lieut. Commander T. Abbot.....	Pensacola Bay.
Kuhn, J. C.	6	Bark.....	Actg. Master A. C. Starrett....	Do.
Lackawanna.....	14	Steam sloop..	Captain G. F. Emmons.....	Off Galveston.
Kittatiny.....	6	Schooner.....	Actg. Ensign N. J. Biadell.....	Pensacola Bay.
Metacomet.....	10	Paddle wheel.	Lieut. Commander J. E. Jouett..	Do.
Monongahela.....	11	Steam sloop..	Commander Jas. H. Strong.....	Off Galveston.
Milwaukee.....	4	Ironclad.....	Lieut. Commander Jas. H. Gillis.	Mobile Bay.
Meteor.....	6	Stern wheel..	Actg. Master M. Jordan.....	Pass à l'Outre.
M. A. Wood.....	3	Schooner.....	Actg. Master John Ross.....	Mobile Bay.
New London.....	5	Screw.....	Actg. Master Lyman Wells.....	Calcasieu Pass.
Nyanza.....	6	Stern wheel..	Actg. Vol. Lieut. C. A. Boutelle.	Berwick Bay.
Narcissus.....	1	Screw.....	Repairing.....	Pensacola Bay.
Ocotara.....	10	Paddle wheel.	Lieut. Commander W. W. Low..	Mobile Bay.
Onida.....	12	Screw sloop..	Commander T. H. Stevens (on leave).	New Orleans.
Ossipee.....	13	Screw sloop..	Commander W. E. Le Roy.....	Pensacola Bay.
Owasco.....	5	Screw.....	Actg. Master T. B. Sears.....	Do.
Pink.....	2	Screw.....	Actg. Master Saml. Belden.....	Mobile Bay.
Pembina.....	5	Screw.....	Lieut. Commander J. G. Maxwell.	Sabine Pass.
Penguin.....	7	Screw.....	Actg. Vol. Lieut. Jas. R. Beers..	Coast of Texas.
Penobscot.....	4	Screw.....	Lieut. Commander A. E. K. Benham.	San Luis Pass and Velasco.
Pinola.....	4	Screw.....	Lieut. Commander H. Erben....	Pensacola Bay.
Port Royal.....	10	Paddle wheel.	Actg. Master T. M. Gardner....	New Orleans.
Princess Royal.	7	Screw.....	Commander M. B. Woolsey.....	Off Galveston.
Pocahontas.....	6	Screw.....	Actg. Master E. E. Pendleton....	New Orleans.
Pampero.....	6	Ship.....	Actg. Master A. Colburn.....	South West Pass.
Portsmouth.....	18	Sloop.....	Commander L. C. Sartori.....	New Orleans.
Potomac.....	42	Frigate.....	Commander Alex. Gibson.....	Pensacola Bay.
Richmond.....	22	Screw sloop..	Captain T. A. Jenkins.....	Mobile Bay.
Rodolph.....	6	Stern wheel..	Actg. Master N. M. Dyer.....	Mississippi Sound
Rose.....	2	Screw.....	Actg. Ensign W. D. Maddocks..	Do.
Sciota.....	4	Screw.....	Actg. Vol. Lieut. J. W. Maguns..	Pensacola Bay.
Sebago.....	10	Paddle wheel.	Lieut. Commander Wm. E. Fitzhugh.	Mobile Bay.
Selma.....	4	Paddle wheel.	Lieutenant A. B. Yates.....	New Orleans.
Seminole.....	9	Screw sloop..	Commander A. G. Clary.....	Rio Grande.
Stockdale.....	6	Stern wheel..	Actg. Vol. Lieut. Thos. Edwards.	Mobile Bay.
Sam Houston.....	1	Schooner.....	Actg. Vol. Lieut. and Pilot M. Freeman.	Pensacola Bay.
Tallahatchie.....	6	Stern wheel..	Actg. Master T. J. Linnikin....	Mississippi Sound.
Tritonia.....	1	Paddle wheel.	Actg. Vol. Lieut. Geo. Wiggins..	Mobile Bay.
Virginia.....	7	Screw.....	Actg. Vol. Lieut. C. H. Brown..	Off Galveston.
Vincennes.....	10	Sloop.....	Lieut. Commander C. H. Greene.	Ship Island.
Winnebago.....	4	Ironclad.....	Lieut. Commander W. A. Kirkland.	Mobile Bay.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, in view of attempts to smuggle letters under flag of truce.

U. S. S. RICHMOND,
Mobile Bay, January 16, 1865.

SIR: You will be pleased to avail yourself of the first flag-of-truce boat that may be sent out by the rebels to inform the person in charge of her that it having been observed that, disregarding the notification that no letters would be received except those for or from prisoners of war and official communications to the commanding officer, many letters of private persons, as well as of those claiming to hold official positions among the rebels, have been found in the bundles marked "prisoners' letters," which, if repeated, will be followed by a positive order prohibiting the transmission of any letters by flag of truce except those addressed to the commanding naval officers through the lines within the limits of my command.

The recent attempt to "smuggle" letters under a flag of truce could not well be too harshly characterized.

Very respectfully,

THORNTON A. JENKINS,
Captain, Commanding First Division West Gulf Squadron.
Lieutenant-Commander W. W. Low,
Commanding U. S. S. Octorara,
Senior Officer, Upper Fleet, Mobile Bay.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, regarding the passage through the lines of cotton to be sold in New York for the benefit of Confederate prisoners.

U. S. S. RICHMOND,
Mobile Bay, January 16, 1865.

SIR: I send under convoy of the steam tug *Pink*, the old river steamer which was sent by the rebels outside of their obstructions at Dog River Bar with the cotton Lieutenant-General Grant, of the U. S. Army, gave permission to the rebel agent of exchange of prisoners at Richmond, Va., to send to our lines for transportation to New York to be sold for the benefit of rebel prisoners now held by the United States.

As soon after daylight as practicable to-morrow morning, you will be pleased to have this old steamer run under a flag of truce as near the place at which you received her as possible, and inform the person who may come out in answer to the flag of truce to receive her that the vessel then returned must be taken over the obstructions during daylight.

As this old steamer (it is reported to me) draws only a few inches of water, there can be no proper excuse for not taking her immediately within the limits of the rebel lines, and after the little and contemptible way in which Major-General Dabney H. Maury, commanding at Mobile, has behaved in regard to the delivering of this cotton, and especially in sending it in a different vessel from the one originally designated by him, and one wholly unsafe, after near three months' delay beyond the time set apart by himself for making the delivery, as if with the desire that the cotton should be lost or

damaged while in the possession of officers of the United States, no favor or courtesy should be extended to him, or those he is controlling, beyond the strict line demanded by official and personal self-respect.

This vessel must not be allowed to be taken in at night under any pretext.

Very respectfully,

THORNTON A. JENKINS,
Captain, Commanding First Division Western Gulf Squadron.
 Lieutenant-Commander W. W. LOW,
Commanding U. S. S. Octorara,
Senior Officer, Upper Fleet, Mobile Bay.

Report of Acting Master Carr, U. S. Navy, commanding U. S. bark Horace Beals, of arrival at navy yard, New York.

U. S. BARK HORACE BEALS,
Navy Yard, New York, January 17, 1865.

SIR: I have the honor to report the arrival of the U. S. bark *Horace Beals*, under my command, this day at the navy yard, New York, from Pensacola, Fla.

On the 5th day of January, in latitude 33° 00' N., longitude 75° 36' W., picked up 14 bales of cotton and have brought the same to this port.

I am, very respectfully, your obedient servant,

JOHN P. CARR,
Acting Master, Commanding.

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

Report of Acting Volunteer Lieutenant-Commander Dubois, U. S. Navy, commanding U. S. S. Albatross, regarding injuries sustained en route to Philadelphia.

U. S. S. ALBATROSS,
Philadelphia, Pa., January 17, 1865.

SIR: I have the honor to report to you the arrival here of the U. S. S. *Albatross*, under my command.

On the 14th instant, while proceeding on our voyage from Portsmouth toward Mobile Bay, in latitude 40° N., longitude 73° W., we encountered a fierce gale, with heavy sea from N.W.; our smoke-stack and fore-topmast were blown away and boats badly injured.

With aid of our sails and what small amount of steam we could make without a pipe, with great difficulty we succeeded in reaching Delaware Breakwater.

The ship's hull, boilers, and machinery are uninjured, with the exception of a bad split in the channel-way casting, between the condenser and air pump. Enclosed I forward the engineer's report.

Most respectfully,

T. B. DU BOIS,
Acting Volunteer Lieutenant Commander.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commodore Palmer, U. S. Navy, regarding letter forwarded by the Department, containing a reflection upon the officers of the Navy on the Galveston blockade.

No. 46.]

NEW ORLEANS, *January 18, 1865.*

SIR: I have the honor to acknowledge the receipt of your letter of January 5, 1865, transmitting to me a copy of a report made to the Adjutant-General of the Army, by a Lieutenant-Colonel [David] Branson, of the Sixty-second Regiment U. S. Colored Infantry, in relation to extraordinary proceedings said to be going on at Galveston.

The absurdity of the report is so obvious to me that, but from the fact of its being transmitted to me from the Department, I should not deign to notice it.

Intercourse between the blockading fleet and Galveston takes place but seldom, and that only by flag of truce outside the bar. I shall, however, send down the copy of this colonel's report to the commanding officer off Galveston, to see if he can trace any data on which so ridiculous a story could have been founded.

I take this occasion to observe that it has been reported in one of the New York papers that a blockade runner has lately got out of Mobile. This report is false; all the vessels which were there at the time of the capture of the forts are still there.

I am, respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Gherardi, U. S. Navy, regarding cotton and other matters.

U. S. S. J. P. JACKSON,

Off East Pascagoula, January 18, 1865.

SIR: General Granger has fallen back to the line of intrenchments indicated in the drawing I sent you in my letter of the 1st instant.

I informed you that I should detach one of the acting master's mates of the *Rose* and order him to the *Bohio*; but I found none of them knew anything about seamanship, so I ordered Acting Ensign David J. Starbuck, who was ordered to this vessel from the *Kineo* by Commodore Palmer. I have ordered Acting Master's Mate Plander from the *Rose* to this vessel.

I enclose you a copy of an order from Commodore Palmer, which was delivered in person by Mr. Hotchkiss; the schooner has been launched, and is now loading. Mr. Hotchkiss is to report to me before leaving for New Orleans. She will not be able to carry all the cotton at one load. The cotton on Round Island does not belong to Mr. Hotchkiss, nor can I find any owner for it. I shall refer the matter again to the commodore for further orders. Had I the means of

transportation, I would send it to the city and turn it over to the United States marshal.

I send by the *Cowslip* 2 barrels of raw tar for the use of the vessels in Mobile Bay. The tar I found on Round Island, but have not been able to find any owner for it.

Very respectfully, your obedient servant,

BANCROFT GHERARDI,
Lieutenant-Commander.

Captain THORNTON A. JENKINS,
Commdg. 1st Div. West Gulf Blockdg. Squadron, Mobile Bay, Ala.

Report of Lieutenant-Commander Gherardi, U. S. Navy, regarding cotton landed on Round Island, Mississippi Sound.

U. S. S. J. P. JACKSON,
Off Pascagoula, January 18, 1865.

SIR: I have the honor to inform you that I received your order of the 5th on the 13th instant. It was presented in person by Mr. Hotchkiss. The schooner has been launched, and is now being loaded. There is more cotton and rosin than she will be able to carry in one load. Your order says nothing about the rosin to be taken off the island. Since my first communication I have succeeded in finding out something about the cotton that has been landed on Round Island. It was landed by a Spaniard named Palermo. He claims to have had a pass from the late commander in chief. He says he has sold it to a Mr. J. Viosea, living at the corner of Rampart and Esplanade streets. If I had the means of transportation I would send it to New Orleans, to be turned over to the United States marshal. General Granger has fallen back to his second line of intrenchments.

Very respectfully, your obedient servant,

BANCROFT GHERARDI.

Commodore J. S. PALMER,
Commdg. West Gulf Blockading Squadron, New Orleans, La.

Escape from Calcasieu River, Louisiana, of Confederate steamers Granite City and Wave and destruction of schooner Delphina; also chasing ashore of the Granite City off Velasco, Tex., January 20-22, 1865.

Report of Commodore Palmer, U. S. Navy, transmitting reports.

No. 70.]

NEW ORLEANS, February 8, 1865.

SIR: I have the honor to enclose herewith to the Department the report of Lieutenant-Commander R. W. Meade, commanding the *Chocura*, to his divisional officer (Captain Emmons), of the escape of the *Granite City* and *Wave* from Calcasieu Pass.

It is to be regretted that the broken-down condition of the vessels on the coast of Texas, latterly more inefficient by the recent heavy

gales, prevented Captain Emmons from having another vessel off Calcasieu Pass.

I also enclose (marked No. 2) the report of the commanding officer of the *Penguin* of the running ashore of the *Granite City* off Velasco, Tex.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

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

Report of Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. *Chocura*, regarding the escape of the steamers *Granite City* and *Wave*, January 20, 1865.

U. S. S. CHOCURA,
Off Calcasieu Pass, La., January 24, 1865.

SIR: I have the honor to report the following occurrences at this point:

The escape of the steamer *Granite City*, on the night of the 20th instant, and a fruitless pursuit of 60 miles on our part; the escape of the *Wave* on the same night; the cutting out and destruction of the three-masted schooner *Delphina*, on the night of 22d instant, by a force of 40 men in our launch and first cutter, under my personal command.

The night of 20th was dark, foggy, and rainy; the ship was anchored in 14 feet water as near the mouth of the Calcasieu as possible (2 miles). Our picket boat saw the *Granite City* (in fact was nearly run down by her) and burned the prescribed signals; but unfortunately it was so foggy that they were not seen by the ship, and the *Granite City* went off S. E. We only learned this the next morning early, and I at once gave chase S. E., but our boilers being in a disabled condition, and leaking badly, the speed of the ship was so much reduced that I reluctantly gave up the hope of overtaking the *Granite City* before she could make a port. The prisoners taken in the *Delphina* report that the *Granite City* had no cargo, and has gone into Galveston to load; that the *Wave* had a load of lumber for Rio Grande.

The disabled condition of this vessel rendered it quite impossible to blockade two steamers, and my dispatch of 16th instant to you, in which I expressed fears that they would give us the slip, notwithstanding our ceaseless vigilance, has been only too well realized. We have steam on only one boiler now, and the other may give out at any moment; the vessel absolutely needs to go into port. The *Delphina* being destroyed, leaves no vessel in Calcasieu, and the port is a very obscure one and little frequented. I shall proceed to Sabine Pass for coal, and lest we should break down entirely, I urgently request that you will send the vessel into some port at once. If this can not be done, I most respectfully feel myself constrained to request to be relieved of the command, as efficiency is not possible in the present condition of the *Chocura's* boilers, and my health is becoming seriously impaired

by nine months ceaseless and constant vigilance on this coast without proper diet and no relaxation.

Very respectfully, sir, your obedient servant,

RICHARD W. MEADE, JR.,
Lieutenant-Commander, U. S. Navy.

Captain G. F. EMMONS, U. S. Navy,
Commanding 2d Division West Gulf Blockading Squadron.

Report of Acting Volunteer Lieutenant Beers, U. S. Navy, commanding U. S. S. Penguin, regarding the chasing ashore of the steamer Granite City, January 21, 1865.

U. S. S. PENGUIN,
Off Velasco, Tex., January 21, 1865.

SIR: I respectfully report while lying off San Luis Pass to-day, at 2:30 p. m., the fog lifted, and [I] sighted a steamer burning black smoke bearing S. S. W., distance about 5 miles and steering W. S. W., and immediately got underway and gave chase, and soon made out the steamer to be the *Granite City*.

I soon ascertained by his maneuvering that he intended to run her on shore rather than be captured. I therefore followed the coast down in 3 fathoms of water, in hopes of forcing him offshore, as I was gaining on him very rapidly, and as soon as in range, opened fire from pivot gun, and forcing him to run on shore about a half a mile northward and eastward of the entrance to Velasco, under the enemy's batteries. At 3:50 p. m. commenced firing from our broadside guns at the distance of about 1,000 yards, with the enemy returning the fire from batteries on shore with about 5 guns, their projectiles going over and falling around us. And being of the opinion that the steamer could not be got off, and would eventually go to pieces, as there was a heavy sea rolling in and continually breaking over her, I did not think it was prudent to remain longer under the enemy's fire, as their guns were of longer range than ours.

She now lays broadside on, with her bow northward and eastward, with quite a list offshore. I should think by appearance that she is in two or three feet less water than she draws. I do not think she had any armament or cargo on board, as she was very light. I could see about 25 persons on board the *Granite City*. Ammunition expended: Nine rounds from 32-pounders, 10 from 20-pounder Parrotts, 11 from rifle howitzer (pivot).

Very respectfully, your obedient servant,

JAMES R. BEERS,
Acting Volunteer Lieutenant, Commanding.

Captain GEO. F. EMMONS, U. S. Navy,
Commanding 2d Division West Gulf Blockading Squadron.

Report of Commodore Palmer, U. S. Navy, transmitting additional report.

No. 71.]

NEW ORLEANS, February 8, 1865.

SIR: I have the honor to enclose herewith to the Department the report of Lieutenant-Commander R. W. Meade, commanding the

Chocura, of the capture and burning of the blockade running schooner *Delphina*, in Calcasieu River, on the night of the 22d ultimo.

I have commended Lieutenant-Commander Meade for his zeal and energy.

Very respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. CHOCURA,

Off Calcasieu River, Louisiana, January 24, 1865.

SIR: I have the honor to report the complete success (without casualty) of an expedition, consisting of the launch, first cutter, and 40 men from this vessel, under my personal command, organized for the cutting out or destruction of a three-masted schooner lying in the second bend of the Calcasieu River, about 2½ miles from its mouth.

The night of 22d, chosen for the enterprise, was dark, cold, and drizzling (a norther blowing at the time). We left the ship at dark and pulled in silently for the river, but as we entered it we discovered the schooner coming down under sail, apparently to run the blockade. She was at once boarded and carried, but her captain unfortunately saw the boats when close aboard, and putting his helm hard down and letting fly his sheets ran the vessel hard ashore on the flats close to the beach and with a large force of the enemy near at hand. Six prisoners were at once secured, but I have reason to think several persons on board made their escape in a boat which was seen astern and pulling up the river rapidly.

The prize proved to be the schooner *Delphina* with a cargo of 180 bales of cotton. We made every effort to get her afloat by carrying out her anchor and lightening her of her deck load, but all our exertions were of no avail. The norther caused the water to fall so fast that in an hour she was in 1 foot water, and our launch having grounded, I deemed it best not to expose our people to an attack by the enemy in overwhelming force, and therefore fired the prize and returned to the ship with the prisoners. The conduct of the officers, Acting Ensigns [T. F.] Tracy and [Robert] Beardsley, and men was all that could be desired and the success complete. The prisoners report a force of 300 cavalry at this point, but say that since the escape of the *Granite City* they will be sent away. Eighty bales of cotton were thrown overboard and drifted out to sea. We fished up 30 yesterday.

Very respectfully,

RICHARD W. MEADE, JR.,

Lieutenant-Commander, Commanding.

Commodore J. S. PALMER,

Commanding West Gulf Blockading Squadron.

Order of Captain Jenkins, U. S. Navy, to naval and military officers within the limits of his command, regarding the trading schooner Frutiere.

U. S. S. RICHMOND,
Mobile Bay, Alabama, January 22, 1865.

This paper may certify that the papers found on board the schooner *Frutiere*, V. Fauria, master, permitting him to go to Pascagoula for lumber for the Government, have been taken from him by me and will be sent to the commander in chief of the Western Gulf Squadron, No. 148 Canal street, New Orleans.

All navy officers within the limits of my command are hereby directed to prevent any trading with this vessel in the passage from this place to Lakeport, and all military commandants of ports are requested to do the same.

This vessel is hereby forbidden to stop at any port or place between this anchorage and Lakeport, except on account of stress of weather, and is strictly forbidden to communicate or trade with any person on his passage to Lakeport. This paper is to be shown to all officers fallen in with.

Any unnecessary delay in returning to Lakeport with the *Frutiere* and her crew and cargo and reporting at the naval headquarters with this paper, if discovered, will subject the vessel and cargo to seizure by any officer or vessel under my command.

THORNTON A. JENKINS,
Captain, Commanding First Division, West Gulf Squadron.

To the NAVAL and MILITARY OFFICERS of the United States between Mobile Bay (off Fort Morgan) and Lakeport (Lake Pontchartrain), La.

Order of the Secretary of the Navy to Commodore Thatcher, U. S. Navy, to proceed to New Orleans and assume command of the West Gulf Blockading Squadron.

NAVY DEPARTMENT, *January 24, 1865.*

SIR: As soon as you can complete your necessary arrangements you will proceed to New Orleans on one of the naval supply steamers or by some other speedy conveyance and relieve Commodore James S. Palmer of the command of the West Gulf Blockading Squadron, which was left in his charge by Vice-Admiral Farragut.

On taking command you will regard yourself as holding the appointment of acting rear-admiral, and can hoist your flag as such on any suitable vessel in the squadron.

Instructions will be given to Commodore Palmer to turn over to you all important papers and unexecuted orders pertaining to the command.

It is not improbable that military operations on the Gulf coast will soon be resumed. The repossession of Mobile and Galveston is an object much coveted, and you will endeavor to procure the early cooperation of the military commandant of the Department of the Gulf in a movement against those places, particularly against Galveston.

The latter port is now the only one on the Gulf coast where blockade runners may hope to carry out their schemes with any success, and the closing of Wilmington will drive them to that quarter.

If adequate military cooperation can not be secured at an early day for a movement against Galveston, you will lose no time in closing that port, so far as it can be done without actual possession, to the ingress and egress of vessels. It is feared that there is already an extensive trade carried on there. Rear-Admiral Porter has been instructed to send four of his swiftest steamers to the West Gulf Squadron for blockade duty off Galveston.

The Rio Grande is a great avenue through which supplies of every description reach the insurgents. Being a neutral highway, unscrupulous parties avail themselves of it to enrich themselves and aid the rebel cause. Vessels clear ostensibly for Matamoras, and even if their cargoes are landed there, they are transported to the opposite side of the river. Actual possession of the left bank of the Rio Grande is the only measure that would or can certainly check entirely this illicit traffic. But by vigilance and the maintenance of an adequate blockading fleet in the vicinity of the mouth of the river and in the route to and from Hayana this trade may be seriously interrupted.

The Department relies much on your experience and judgment to conduct satisfactorily and efficiently this important and difficult portion of the duties pertaining to your command.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. K. THATCHER, U. S. Navy,
New York.

Report of Captain Jenkins, U. S. Navy, commanding U. S. S. Richmond, regarding transfer of command.

U. S. S. RICHMOND,
1st Div. West Gulf Squadron, Mobile Bay, January 25, 1865.

SIR: I have the honor to report that I have been this day relieved from the command of this ship by Captain Theodore P. Greene, in obedience to your order of the 21st ultimo, and shall proceed to the North in the U. S. supply steamer *Fort Morgan*, on her return from the coast of Texas.

I am, very respectfully, your obedient servant,

THORNTON A. JENKINS,
Captain, U. S. Navy.

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

Confidential instructions from the Secretary of the Navy to Commodore Thatcher, U. S. Navy, appointed to command West Gulf Squadron.

Confidential.]

NAVY DEPARTMENT,
January 26, 1865.

SIR: Operations against Mobile are to be immediately resumed. You will therefore take the first conveyance to New Orleans, and on your arrival there put yourself in communication with Major-General Canby. There are already three light-draft ironclads in Mobile Bay, and Acting Rear-Admiral Lee has been telegraphed to

send to New Orleans two others from the Mississippi Squadron, the best he has.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. K. THATCHER, U. S. Navy,
Appointed to Command Western Gulf Squadron, New York.

[Telegram.]

NAVY DEPARTMENT, *January 26, 1865.*

Send immediately two of your best light-draft ironclads to New Orleans for duty in Western Gulf Squadron.

GIDEON WELLES.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Mound City, Ill.

Report of Commodore Thatcher, U. S. Navy, acknowledging Department's instructions.

U. S. S. COLORADO,
Harbor of New York, January 27, 1865.

SIR: I have the honor to acknowledge the receipt of your order of the 24th instant, detaching me from the command of this ship and [to] proceed to New Orleans, to relieve Commodore James S. Palmer in command of the West Gulf Blockading Squadron. Also a letter of instructions of same date, and "confidential" of the 26th instant.

I shall leave here as early as possible to assume this command.

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

H. K. THATCHER,
Commodore.

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

Report of Captain Emmons, U. S. Navy, responding to statements made reflecting upon the conduct of officers on blockade duty off Galveston.

U. S. S. LACKAWANNA,
Off Galveston, January 29, 1865.

COMMODORE: I have received your several communications by the *Fort Morgan*, and enclose you answers to such as appear to call for answers, with the usual reports and monthly returns.

I confess myself somewhat at a loss how to treat the absurd reports (as you very justly term them) which appear to have elicited a communication from a Lieutenant-Colonel Branson, directed to the Adjutant-General of the U. S. Army.

But as the Navy Department has thought it of sufficient importance to transmit it to you for an investigation, it becomes proper that I should, as the commanding naval officer here, cognizant of

all that takes place, assure you that there is no foundation whatever for these ridiculous reports.

Vessels have never been known to pass in here or out during the day since I have had command of this division. One in attempting it at night was sunk, another wrecked on shore, and still another disabled by one shot; nevertheless, here, as elsewhere on blockade, some do succeed in getting in and out during nights of fog and dark, squally weather.

During one such favorable time, one boat went in and cut out a schooner from under the guns of their forts without being seen, which is an evidence of what may be done under such favorable weather.

I seldom communicate with a flag of truce, and am always particular in the officer that is sent on this duty, who goes no farther than the station assigned, which is a beacon buoy in the channel some 4 miles from Galveston, and is always under our sight. No one belonging to this division, or of the Navy, has ever been permitted to land at Galveston during the time that I have been in command on blockade here, and therefore could not well have enjoyed the society of rebeldom with the accompanying dissipations, except in imagination.

It would be quite in character for a class of rebels inhabiting Texas to endeavor to pass themselves off for something more respectable than they really are, and I have no doubt that they sometimes succeed even among their own people, and with a view of detecting the real sentiments of suspected parties residing amongst them.

It is notorious, here especially, that persecution for opinions' sake has been carried to extremes. Murder and hanging have not been uncommon during this rebellion.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
*Captain, Commanding Second Division,
West Gulf Blockading Squadron.*

Commodore J. S. PALMER,
Commanding West Gulf Blockading Squadron, New Orleans.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, of arrival of that vessel at Galveston for repairs.

U. S. S. BIENVILLE,
Off Galveston, Tex., January 30, 1865.

SIR: I have to report my arrival from off the Rio Grande with the *Bienville* in a leaky condition, rendering it necessary, in my opinion, that she should go into port for repairs.

I enclose for your information a copy of a letter addressed to me by the chief engineer of this ship; also a copy of one addressed by me to the line and engineer officers, and their reply in relation to the matter.

My opinion coinciding entirely with theirs, after making temporary repairs (which have partially stopped the leak, but which are liable at any moment to give out again), I spoke the coal brig *Star of Hope*, ordered her master to drop into Mexican waters, or

to stand off and on until the arrival of our relief (to whom he was directed to report), and then sailed for this station.

The leak occasioned by the breaking away of the bilge discharge pipes does not, I think, account for all the water that the ship has been making.

In my opinion the ship is strained, and has opened her seams to a considerable extent, occasioned by encountering heavy weather on her recent trip to and from New Orleans and while off the Rio Grande.

Although the bilge pipe leak is now nearly closed, yet it requires one of the steam pumps and the large hand pumps on the quarter-deck to be kept constantly at work to keep her free. I am satisfied that this ship is not strong enough to encounter very heavy weather with her present battery on board.

Upon the evening of the 28th instant, the sea came in so heavily and the ship rolled and strained so much that I got underway and stood out to sea.

About three hours afterwards, the leak and injury to the bilge pipes were discovered.

I arrived off the Rio Grande on the evening of the 17th instant, with the coal brig *Star of Hope* in tow, but failed to meet the *Seminole* there as I anticipated.

Upon the 18th instant I took 100 tons of coal out of the coal brig, but from that time up to the date of sailing the weather has been so rough and boisterous as to render it almost an impossibility to get coal from the brig, either by taking her alongside or by boating it; indeed I have never known such a succession of rough weather on this coast.

I left H. B. M. steam frigate *Wolverene* at the Rio Grande. Her commander, Captain A. F. R. De Horsey, sent a lieutenant on board with his compliments and the usual tender of services.

I did not communicate with the Mexican authorities, nor could I have done so even if I desired it, as it was never smooth enough to land.

I trust you will approve of the course I have pursued under existing circumstances in returning here for your instructions.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Captain G. F. EMMONS,
U. S. S. *Lackawanna*, Commanding Second Division,
off Coast of Texas.

WEST GULF BLOCKADING SQUADRON.

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List of vessels belonging to the West Gulf Squadron, February 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Antona	5	Screw	Act. Vol. Lieut. J. F. Harden	Coast of Texas.
Arizona	7	Paddle wheel	Lieut. Commander Geo. Brown	New Orleans.
Aroostook	7	Screw	Lieut. Commander J. S. Skerrett	Do.
Althea	1	Screw	Act. Ensign F. A. G. Bacon	Mobile Bay.
Arkansas	5	Screw	Act. Vol. Lieut. David Cate	New Orleans.
Arthur	6	Bark	Act. Master J. E. Stannard	Pensacola Bay.
Anderson, [W. G.]	8	Bark	Act. Master H. Tibbits	Do.
Augusta Dinsmore	4	Screw	Act. Vol. Lieut. M. B. Crowell	Coast of Texas.
Blenville	10	Paddle wheel	Commander J. R. M. Mullany	Do.
Bloomer	2	Stern wheel	Act. Master's Mate A. Whiting	East Pass.
Buckthorn	2	Screw	Act. Vol. Lieut. W. Godfrey	Pensacola Bay.
Bohio	7	Brig	Act. Master W. M. Stannard	Mississippi Sound.
Cayuga	7	Screw	Lieut. Commander H. Wilson	Off Galveston.
Chickasaw	4	Ironclad	Lt. Commander G. H. Perkins	Mobile Bay.
Chocura	4	Screw	Lt. Commander R. W. Meade, jr.	Calcasieu Bay.
Carrabasset	6	Stern wheel	Act. Vol. Lieut. Ezra Leonard	Berwick Bay.
Cornubia	5	Paddle wheel	Act. Vol. Lieut. John A. Johnston	New Orleans.
Cowalip	3	Paddle wheel	Act. Master Wm. T. Bacon	Mobile Bay.
Corypheus	2	Schooner	Act. Master and Pilot Wm. Stewart	Do.
Charlotte	2	Schooner	Act. Master's Mate A. Whiting	East Pass.
Estrella	5	Paddle wheel	Act. Master G. P. Pomeroy	New Orleans.
Elk	6	Stern wheel	Act. Vol. Lieut. N. Kirby	Lake Pontchartrain.
Fearnot	5	Ship	Act. Master A. Rich, jr.	New Orleans.
Fort Gaines	4	Stern wheel	Act. Master John Hamilton	Lake Pontchartrain.
Genesee	8	Paddle wheel	Lieut. Commander John Irwin	Mobile Bay.
Gertrude	8	Screw	Act. Vol. Lieut. B. C. Dean	Off Galveston.
Glide	6	Stern wheel	Act. Master L. S. Fickett	Berwick Bay.
Glasgow	3	Paddle wheel	Act. Master R. J. Hoffner	New Orleans.
Hollyhock	3	Paddle wheel	Pilot B. Tarbell	Do.
Itasca	4	Screw	Lieut. Commander Nathl. Green	Do.
Ida	1	Screw	Act. Ensign Frank Ellms	Mobile Bay.
Jackson, J. P.	6	Paddle wheel	Lieut. A. R. Yates	Mississippi Sound.
Jasmine	2	Screw	Act. Ensign F. J. Brenton	Pensacola Bay.
Kanawha	4	Screw	Lieut. Commander B. B. Taylor	Pass Cavallo.
Katahdin	7	Screw	Lieut. Commander O. H. Greene	New Orleans.
Kineo	6	Screw	Lt. Commander John Watters	Do.
Kennebec	5	Screw	Lt. Commander Trevett Abbot	Pensacola Bay.
Kuhn, J. C.	6	Bark	Act. Master A. C. Starrett	Do.
Kickapoo	4	Ironclad	Lieut. Commander M. P. Jones	Mobile Bay.
Lackawanna	14	Screw	Capt. G. F. Emmons	Off Galveston.
Metacomet	10	Paddle wheel	Commander Peirce Crosby	Mobile Bay.
Milwaukee	4	Ironclad	Lieut. Commander Jas. H. Gillis	Do.
Monongahela	11	Screw	Commander Jas. H. Strong	Off Galveston.
Meteor	6	Stern wheel	Act. Master M. Jordan	Pass a l'Outre.
Maria A. Wood	3	Schooner	Act. Master John Ross	Mobile Bay.
New London	5	Screw	Act. Master Lyman Wells	Calcasieu Pass.
Nyanza	6	Stern wheel	Act. Vol. Lieut. C. A. Boutelle	Berwick Bay.
Narcissus	1	Screw	Repairing	Pensacola.
Octorara	10	Paddle wheel	Lieut. Commander W. W. Low	Mobile Bay.
Onida	12	Screw	Commander Thos. H. Stevens	New Orleans.
Ossipee	13	Screw	Commander Wm. E. Le Roy	Off Galveston.
Owasco	5	Screw	Act. Master T. B. Sears	Pensacola Bay.
Pink	3	Screw	Act. Master Samuel Beldan	Mobile Bay.
Pembina	5	Screw	Lieut. Commander J. G. Maxwell	Sabine Pass.
Penguin	7	Screw	Act. Vol. Lieut. J. R. Beers	Velasco, Tex.
Penobscot	4	Screw	Lieut. Commander A. E. K. Benham	San Luis Pass.
Pinola	4	Screw	Lieut. Commander H. Erben	Coast of Texas.
Port Royal	10	Paddle wheel	Lieut. Commander B. Gherardi	New Orleans.
Pocahontas	6	Screw	Lieut. Commander W. M. Gamble	Do.
Princess Royal	7	Screw	Commander M. B. Woolsey	Coast of Texas.
Panpero	6	Ship	Act. Master O. Colburn	South West Pass.
Potomac	18	Ship	Commander L. C. Sartori	New Orleans.
Potomac	42	Ship	Commander Alex. Gibson	Pensacola Bay.
Richmond	22	Screw	Capt. T. P. Greene	Mobile Bay.
Rodolph	6	Stern wheel	Act. Master N. M. Dyer	Mississippi Sound.
Rose	2	Screw	Act. Ensign W. D. Maddocks	Do.
Sciotia	4	Screw	Act. Vol. Lieut. J. W. Magune	Mobile Bay.
Sebago	10	Paddle wheel	Lt. Commander D. B. Harmony	Do.
Salma	4	Paddle wheel	Act. Ensign L. R. Vance	New Orleans.
Seminole	9	Screw	Commander A. G. Clary	Rio Grande.
Stockdale	6	Stern wheel	Act. Vol. Lieut. Thos. Edwards	Mobile Bay.
Sam Houston	1	Schooner	Act. Vol. Lieut. Martin Freeman	Pensacola.
Tallahatchie	6	Stern wheel	Act. Master T. J. Linnekin	Lake Pontchartrain.
Tritonia	1	Paddle wheel	Act. Vol. Lieut. Geo. Wiggin	Mobile Bay.
Kittatinny	6	Schooner	Act. Ensign N. J. Biadell	Pensacola Bay.
Virginia	7	Screw	Act. Vol. Lieut. C. H. Brown	Off Galveston.
Vincennes	10	Ship	Act. Vol. Lieut. W. M'Gloin	Ship Island.
Winnebago	4	Ironclad	Act. Vol. Lieut. W. A. Kirkland	Mobile Bay.

Report of Acting Rear-Admiral Lee, U. S. Navy, commanding Mississippi Squadron, regarding the transfer of two vessels to the West Gulf Squadron.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, New Orleans, February 1, 1865.

SIR: The Department's telegram of 26th January was received last night. I have, agreeably to its requirements, ordered the *Osage* and *Neosho* to report to Commodore Palmer.

I find on my arrival here that General Canby has abandoned all idea of operations in Red River. He has asked me for tinclad cooperation in Mobile Bay, which I will endeavor to afford.

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

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Lieutenant-Commander Erben, U. S. Navy, regarding the seizure of schooner Ben Willis, sailing under British colors.

U. S. GUNBOAT PINOLA,
At Sea, Lat. 28° 15' N., Lon. 92° 00' W., February 2, 1865.

SIR: I have the honor to report that this morning at daylight a vessel was discovered to the eastward. I gave chase and overhauled her, heaving her to by a shot from the rifle gun. She hoisted English colors, and claims to be the English schooner *Ben Willis*, from Matamoras, bound to Nassau. The captain gives no satisfactory reason for not having the name of the place he sails from painted on the stern. She has 167 bales of cotton as cargo. This is a small quantity for a vessel of the size of the *Ben Willis*. The captain says the deck cargo was never taken on board; there are a few bales on deck now. I think it my duty to send her in to New Orleans, where she can have an opportunity of proving herself a legitimate trader. A prize list will be sent by first opportunity.

Very respectfully, your obedient servant,

H. ERBEN,

Lieutenant-Commander.

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

Order of Commodore Palmer, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. Metacomet, to proceed to duty in Mobile Bay.

NEW ORLEANS, *February 3, 1865.*

SIR: Upon the receipt of this order you will return to New Orleans with the U. S. S. *Metacomet*, taking on board your battery, after which you will proceed with your vessel to Mobile Bay and report to the senior officer.

Respectfully, etc.,

JAS. S. PALMER,

Commodore, Commanding West Gulf Squadron.

Commander PEIRCE CROSBY, U. S. Navy,
Commanding U. S. S. Metacomet, Coast of Texas.

Letter from the consul-general at Havana to the Secretary of State, regarding Confederate cruisers at Galveston.

U. S. CONSULATE-GENERAL,
Havana, February 4, 1865.

* * * * *

Since writing dispatch No. 37, I have become almost satisfied that the rebels intend to fit out some of their steamers as piratical cruisers at Galveston. The *Lark* and *Wren* both belong to the rebel Government. If a sufficient naval force could be in time concentrated at the port of Galveston, all these vessels could be held there until the place can be captured.

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

W. T. MINOR,
U. S. Consul-General.

Hon. WM. H. SEWARD,
Secretary of State.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Wheeler, U. S. Navy, commanding U. S. S. Preston.

NAVY DEPARTMENT, February 6, 1865.

SIR: Proceed with the U. S. S. *Preston*, under your command, to New Orleans and report to Commodore J. S. Palmer, or the senior commanding officer present, for duty in the West Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant J. R. WHEELER,
Commanding U. S. S. *Preston*, New York.

Capture of schooners Annie Sophia and Pet and attempted destruction of blockade runner Wren by boat expedition into Galveston Harbor, February 7, 1865.

Request of Commander Mullany, U. S. Navy, commanding U. S. S. *Bienville*, for permission to direct expedition.

U. S. S. BIENVILLE,
Off Galveston, Tex., February 7, 1865.

SIR: I respectfully request permission to send an officer and boat's crew into the harbor of Galveston for the purpose of destroying the blockade runner *Wren*, which ran ashore last night and subsequently got off and escaped into the harbor.

Commander Woolsey has kindly placed at my disposal one of the boats of his ship, in case an additional one should be required. I think the expedition will be successful, and therefore trust that you will give your assent.

WEST GULF BLOCKADING SQUADRON.

Several officers of this ship are ready to undertake this service.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Captain G. F. EMMONS,
Comdg. Second Div. West Gulf
Blockading Squadron, off Galveston, Tex.

[Endorsement.]

Permission granted.

Instructions of Commander Mullany, U. S. Navy, to Acting Ensign French, U. S. Navy, for the command of expedition.

U. S. S. BIENVILLE,
Off Galveston, Tex., February 7, 1865.

SIR: You will take charge of the boat expedition fitted out to-night for the purpose of destroying the blockade runner *Wren*, which ran ashore last night and subsequently escaped into the harbor of Galveston; also for the purpose of capturing the cotton-laden schooners lying at anchor under the guns of Fort Point Battery.

The expedition will consist of the first cutter of this ship, with a boat's crew of 11 men, and the first cutter of the *Princess Royal*, with a boat's crew of 9 men, in charge of Acting Ensign A. H. Reynolds and Acting Master's Mate Lewis Johnson, who have been directed to report to you.

There will be placed in your boat six 32-pounder shell, with 5-second fuze, and two 12-pounder shrapnel, the former for the purpose of destroying the engine and boilers and the latter for defense.

There will also be placed in the boat 5 gallons turpentine and a bundle of oakum, for the purpose of setting her on fire; also a Coston preparatory signal and a rocket, which may be burned at your discretion, when you get outside the harbor, as a signal for this ship to show you her position.

A great deal must necessarily be left to your discretion. The great object to be attained is the destruction of the *Wren*.

Pull boldly but silently for the steamer, board her as quietly as possible in case no resistance is made; keep cool and see that she is well on fire before you leave her. Place some of the shells in the boilers and engine room before you leave.

As soon as the work is done pull out of the harbor as silently as possible; make no noise, as that will guide the enemy.

In case you are discovered, and it is evident that the object of the expedition is likely to be frustrated, you will return to the ship.

A sketch showing the courses into the harbor will be furnished you by the master.

Wishing you every success in your undertaking,
I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Acting Ensign GEO. H. FRENCH,
U. S. S. *Bienville*.

[Endorsement.]

The expedition returned in safety, having succeeded in capturing two cotton-loaded schooners lying at anchor under the guns of Fort Point Battery, but found it impracticable to destroy the *Wren*.

Report of Commodore Palmer, U. S. Navy, transmitting reports to the Department.

No. 81.]

U. S. FLAGSHIP RICHMOND,
Mobile Bay, February 15, 1865.

SIR: I have to transmit the report of Captain Emmons, with the accompanying letters of Commander Mullany and Acting Ensign French, of the *Bienville*, upon the capture of the schooners *Pet* and *Annie Sophia*, with 476 bales of cotton, in Galveston Harbor.

This expedition was very creditably managed, and I have commended the officers and men engaged in it accordingly.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

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

Report of Captain Emmons, U. S. Navy, transmitting reports to Commodore Palmer,
U. S. Navy.

U. S. S. LACKAWANNA,
Off Galveston, Tex., February 8, 1865.

COMMODORE: I take pleasure in forwarding you the accompanying reports explanatory of a boat expedition improvised by Commander Mullany, assisted by Commander Woolsey, and endorsed by myself, which resulted in the capture of two cotton-loaded schooners last night in Galveston Bay without loss or accident.

The affair was so well planned and conducted that the senior officers in charge of the boats are especially deserving commendation.

And I trust that such a representation will be made of this, and a previous capture, to the honorable Secretary of the Navy as will demonstrate the strong claims the parties have to share in the prizes, which, in the open bay of Galveston, can hardly be considered as inland waters and as coming under the late illiberal law in relation to such localities.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Captain, Comdg. 2d Division West Gulf Blockading Squadron.

Commodore J. S. PALMER,
Comdg. West Gulf Blockading Squadron, New Orleans, La.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. *Bienville*.

U. S. S. BIENVILLE,
Off Galveston, Tex., February 8, 1865.

SIR: In accordance with the authority previously obtained from you, I sent into the harbor of Galveston last night a boat expedition, consisting of the first cutter of this ship, with a crew of 13 men, and the first cutter of the *Princess Royal* (which Commander Woolsey kindly placed at my disposal), with a crew of 9 men, in charge of Acting Ensign A. H. Reynolds, assisted by Acting Master's Mate Lewis Johnson, the whole under the command of Acting Ensign George H. French, of this ship (all volunteers for this service), for the purpose of destroying the steam blockade runner *Wren* and capturing the cotton-laden schooners that were lying at anchor under the guns of the forts at Fort Point.

I have to inform you that the expedition found it impracticable to destroy the *Wren*, but it was successful in capturing and bringing out to the fleet two schooners, supposed to be British, laden with cotton.

One of them, the *Pet*, has about 256, and the other, the *Annie Sophia*, about 220 bales on board.

The *Princess Royal's* cutter boarded the *Annie Sophia*, and this ship's cutter boarded the *Pet*.

Acting Master's Mate Lewis Johnson, assisted by a crew of 4 men, brought out the *Annie Sophia*, with 9 rebels on board.

Boatswain's Mate Gallyer, of this ship, assisted by a crew of 3 men, brought out the *Pet*, with 11 rebels on board.

I beg to commend the conduct of all who participated in this expedition.

To the tact and judgment displayed by Acting Ensign French, promptly seconded by those under his command, we are indebted for the successful issue of this delicate service.

I herewith enclose Mr. French's report, giving all the facts in detail.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Captain GEO. F. EMMONS,
Commanding 2d Division West Gulf Blockading Squadron.

Report of Acting Ensign French, U. S. Navy, in charge of expedition.

U. S. S. BIENVILLE,
Off Galveston, Tex., February 8, 1865.

SIR: In obedience to your order of the 7th instant, I took charge of the boat expedition fitted out for the purpose of entering the harbor of Galveston, and destroying the blockade runner *Wren*, and capturing the cotton-laden schooners lying under the guns of Fort Point Battery.

The expedition consisted of the first cutter of this ship, with a crew of 13 men, and the first cutter of the U. S. S. *Princess Royal*, with a crew of 9 men, in charge of Acting Ensign A. H. Reynolds, assisted by Acting Master's Mate Lewis Johnson.

We left the ship at 8:20 p. m. and, steering N. W. by W. $\frac{1}{2}$ W., made Bolivar Point at 11:15 p. m., thence steered S. W.

It was my intention to have gone inside, so as to leave the schooners, lying at anchor off Fort Point, on the port hand, and pass clear of them into the harbor, but finding the current had set me to the eastward, and that it would be injudicious to attempt to pass them, I concluded to capture them. I accordingly gave orders to Mr. Reynolds to board one of them, at the same time I boarded the other. We succeeded in taking both without any resistance.

After getting them underway and securing a part of their crews, I placed one in charge of Boatswain's Mate Thomas Gallyer, of this ship, and the other in charge of Acting Master's Mate Lewis Johnson, with orders to report to this ship, where they subsequently arrived in safety. I then proceeded to the remainder of the duty assigned me. After trying in vain for a long time, and finding it impossible to carry out my instructions further, on account of the strong current and wind against me, and the near approach of daylight, I concluded it would be injudicious to proceed farther on the expedition. I had also, after the moon had set, got separated from the other boats. I immediately put about and started for this ship, where I arrived at 6:10 a. m. this day.

Everyone connected with the expedition conducted themselves in a very creditable manner.

Very respectfully, your obedient servant,

GEO. H. FRENCH,
Acting Ensign.

Commander J. R. M. MULLANY,
Commanding U. S. S. Bienville.

Additional instructions from Commander Mullany, U. S. Navy, to officers assigned to command the prizes.

U. S. S. BIENVILLE,
Off Galveston, Tex., February 8, 1865.

Printed instructions were this day delivered to Acting Master's Mate John R. Lee, who was in charge of prize schooner *Pet*, and also to Acting Master's Mate Otis G. Spear, who had charge of prize schooner *Annie Sophia*, with the following additional orders:

U. S. S. BIENVILLE,
Off Galveston, Tex., February 8, 1865.

SIR: In addition to the instructions handed to you for your government in relation to the prize schooner *Pet*, I have to direct that you will proceed to New Orleans with the prize.

You will inform the prize commissioners and district attorney that the prisoners found on board the prize, and who may be required as witnesses in the case, are all on board of this ship, and that they will be held in custody subject to their orders.

As private towage is not allowed, you will take advantage of government vessels passing to the city to get a tow up.

Respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Acting Master's Mate JOHN R. LEE,
U. S. S. Bienville.

[Endorsement.]

A copy of the above orders (substituting the words *Annie Sophia* for *Pet*) were also delivered to Acting Master's Mate Otis G. Spear.

Report of Commodore Palmer, U. S. Navy, regarding the Department's order detaching him from command of the West Gulf Squadron.

No. 75.]

MOBILE BAY, February 10, 1865.

SIR: I have the honor to acknowledge the receipt of your dispatch of January 24, wherein I am informed that Commodore Thatcher, has been appointed to command this squadron.

It is unfortunate for me, that I am to be superseded, just as the troops are assembling for immediate operations against the defenses of Mobile.

Should Commodore Thatcher, however, arrive before we get to work, I shall remain and assist him with cheerfulness and zeal; afterwards shall avail myself of the Department's permission to return North.

Very respectfully, your obedient servant servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Emmons, U. S. Navy, referring to the steamer Will-o'-the-wisp and other blockade runners.

U. S. S. LACKAWANNA,

Off Galveston, Tex., February 8, 1865.

COMMODORE: Since my last communication to you, the *Pinola*, Lieutenant-Commander Erben, has joined me under orders dated last December, having been delayed in Pensacola on account of an expected raid.

She captured a cotton-loaded schooner on her way, under English colors and suspicious surroundings, which was sent to New Orleans with a report to you.

During the late foggy weather, obscuring the shore for several days, there was a general raid among the blockade runners; two of them mentioned in the late consular dispatches have ended their career.

The *Acadia*, a large side-wheel steamer, is now lying a wreck, riddled by shell and shot from the *Virginia*, 6 miles this side of Velasco, where she ran on shore after several attempts to get into Velasco.

The *Will-o'-the-wisp*, a large iron screw steamer, and beautiful boat, in a similar fix, but partly under water, a few miles south of Galveston. This is probably the same steamer that was chased by two of our vessels in the fog and was not subsequently seen until she had landed part of her cargo, provisions, and small arms.

Another, the *Wren*, a small side-wheel iron steamer, and quite fast, was yesterday morning discovered, when the fog lifted, abreast of us, landing her cargo in the town; several vessels were sent in, but the water was so low (blowing N. W.) that only three shots reached her and none to prevent her finally steaming along close to the beach inside.

I was just about sending in a boat expedition as she was discovered underway.

A boat expedition was then organized for the following night, with a view of cutting her out, but the tides were so strong that the officer found he would be too late, and therefore turned his attention to two schooners lying farther out, and the result will be seen in a separate report.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,

Captain, Commanding 2d Division West Gulf Blockading Squadron.

Commodore J. S. PALMER,

Commanding West Gulf Blockading Squadron, New Orleans, La.

Destruction of stranded steamer Will-o'-the-wisp, off Galveston, February 10, 1865.

Report of Commodore Palmer, U. S. Navy, transmitting reports.

U. S. FLAGSHIP RICHMOND,

Mobile Bay, February 16, 1865.

SIR: I have the honor to transmit herewith letters of Captain Emmons, Commander Woolsey, and Lieutenant [C. E.] McKay, of the *Princess Royal*, in relation to the destruction of the blockade runner *Will-o'-the-wisp*, off Galveston.

This expedition was well planned and carried out, and I have commended the officers and men engaged in it.

Very respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Emmons, U. S. Navy, divisional officer, transmitting reports.

U. S. S. LACKAWANNA,

Off Galveston, Tex., February 11, 1865.

COMMODORE: I enclose you the report of Commander Woolsey and his executive officer in relation to the destruction of the blockade runner *Will-o'-the-wisp*, which, from the movements on shore, I should judge had brought and succeeded in landing some heavy guns before she was discovered on the morning of her running on shore.

Commander Woolsey always enters into any service ordered with cheerfulness, and performs his duty well. I hope to see him reinstated on the active list again.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,

Captain, Commanding 2d Division West Gulf Blockading Squadron.

Commodore J. S. PALMER,

Comdg. West Gulf Blockading Squadron, New Orleans, La.

Report of Commander Woolsey, U. S. Navy, commanding U. S. S. Princess Royal.

U. S. S. PRINCESS ROYAL,
Off Galveston, February 10, 1865.

SIR: I have the honor to make the following report of the destruction, last night, of the steamer *Will-o'-the-wisp* (blockade runner):

After dark (8 p. m.) I went down abreast that vessel, hailed the *Antona*, ordered her captain to come on board, and told him I had come to take his place, in obedience to your orders, and that he would return to his station. He informed me that he had a boat prepared, and officered and manned by volunteers, and asked that he might be allowed to join any boat expedition in contemplation. The night being perfectly clear and moonlight, and wishing to give them an opportunity, I consented, feeling that you would justify me in detaining the vessel, under the circumstances. I then ordered him to send his boat to me, clear for action, and take his position close in, and on the bow of the steamer, and to move in when he should see this vessel doing so. It was my intention to have done the work at midnight, but the piping up of hammocks and sounding the gong for quarters on board the *Antona* caused so much noise as to give the enemy notice of our intentions. I therefore concluded to wait until 2 o'clock a. m., ordering the *Antona* to anchor outside of me by a kedge. I did the same, and ordered the men to leave their hammocks. Between 2 and 3 a. m. I caused the boats to shove off, in charge of Lieutenant C. E. McKay, with orders to pull directly in. I then took my position on the quarter of the steamer, in 2½ fathoms water, the *Antona* proceeding as directed, the vessels being from 900 to 1,000 yards distant. The boats soon reached and boarded the steamer, and set her on fire in both wheelhouses, then pulled for this vessel.

Lieutenant McKay reported that the vessel was completely riddled in her hull from our fire on a previous occasion; that her hold was full of sand and water; her after section awash, and the deck scuttled fore and aft, for the purpose, apparently, of getting out her cargo. The engine had been taken to pieces, and the vessel was a complete wreck. The wheelhouses were the only part which could be burned. As they were not completely destroyed, Mr. McKay offered to return with a barrel of rosin and complete the work, but it was deemed unnecessary, as everything was destroyed excepting what was under water and beyond reach. I then returned to the fleet, the *Antona* following.

Although there was no resistance, it was fully expected, as the enemy's cavalry had thrown up breastworks on the bank, and had been posted behind them all day. I think, therefore, that Lieutenant

McKay deserves great praise for the cool, quiet, and orderly manner in which the work was done.

I consider it proper to take this occasion to speak of the self-sacrificing spirit, and the cheerful alacrity in volunteering for any and all kinds of service, and the intelligence and perseverance always exhibited by Lieutenant C. E. McKay and Acting Ensign A. H. Reynolds. It would be very gratifying to see Mr. Reynolds promoted to the rank of acting master. He has performed duty as such to my entire satisfaction ever since he joined this vessel.

I respectfully enclose the report of Lieutenant McKay and a list of the officers and men who volunteered in the *Antona's* boat.

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

M. B. WOOLSEY,
Commander.

Captain GEO. F. EMMONS,
Commanding 2d Division West Gulf Squadron, off Galveston.

Report of Lieutenant McKay, U. S. Navy, commanding expedition.

U. S. S. PRINCESS ROYAL,
Off Galveston, February 10, 1865.

SIR: This morning at 3 o'clock, in obedience to your orders, I proceeded to burn the wreck of the *Will-o'-the-wisp*; a boat from the U. S. S. *Antona*, in charge of Acting Ensign W. G. Jones, accompanied me. We boarded the vessel, which we found hard aground, heading to the northward, and so near the beach as to require but a plank, which was there, for the rebels to board her. We prepared to set her on fire. The only parts that offered themselves for the purpose were the wheelhouses, as the vessel was filled with water, and there were no bulwarks or houses on deck. I directed Mr. Jones to fire the starboard wheelhouse, while I directed my attention to the port. Saturating the oakum, and covering the woodwork with turpentine, we applied the torch, and when I left, both wheelhouses were burning fiercely. We returned to this vessel about 4:15 a. m.

I think the wood was too damp to burn, or it could not have resisted the fierce flames that enveloped it when I left. As the fire did not make much headway, I desired to return with wood and more combustible material, but you judged it was unnecessary, as the vessel was a perfect wreck and there was so little to destroy.

I desire to call your attention to Acting Ensign A. H. Reynolds, who eagerly requested permission to accompany me, though still suffering from the fatigue of the expedition of night before last. He was the first one on board the vessel and reconnoitered the shore while I was directing the preparations for the fire.

I was much pleased with Acting Ensign Jones, who most zealously supported me. He will, in his report, mention Acting Assistant Paymaster [H. M.] Whittemore, who accompanied him.

I will also call your attention to David Victor, seaman, John Groggen, landsman, and James May, landsman, who, notwithstanding the exceedingly fatiguing service of the expedition of night before last, were among the foremost to volunteer. The following are the rest of the volunteers: T. Shean, carpenter's mate; Ed. Narbic, ordi-

nary seaman; Charles B. Snell, landsman, and Lester Burdick, landsman. The following men I selected to make up the boat's crew: Charles Larrabee, quartermaster; Jesse Tyler, captain hold; John Davis, seaman, and William Taggart, landsman.

The whole boat's crew behaved most admirably, and though we met with no resistance, we had every reason to suppose the rebels were in strong force on board the vessel or in the immediate vicinity, as they had been during the day, and we had no support, as the *Princess Royal* and *Antona*, drawing nearly 12 feet of water, could not approach to within less than a thousand yards of the wreck.

Very respectfully, your obedient servant,

C. E. MCKAY,

Lieutenant and Executive Officer.

Commander M. B. WOOLSEY, U. S. Navy,
Commanding U. S. S. Princess Royal.

Report of Acting Volunteer Lieutenant Harden, U. S. Navy, commanding U. S. S. *Antona*, transmitting report of subordinate officer.

U. S. S. ANTONA,

Off Galveston, Tex., February 10, 1865.

SIR: In obedience to orders received from you last evening, I have the honor to report that I returned to my ship and called for a boat's crew of volunteers to accompany a boat from your ship for the purpose of firing the blockade runner ashore. Acting Ensign William G. Jones (who had previously asked me for a boat's crew for the same purpose), Acting Assistant Paymaster H. M. Whittemore, and 12 petty officers and men immediately responded, and after making the necessary preparations, I gave Mr. Jones orders to report, with the boat's crew under his charge, to you, and to obey your instructions. When the boats left your ship, I got underway and took the position you had assigned for the *Antona*, for the purpose of covering the expedition, in 13 feet of water, to the eastward of the wreck, ready to open fire when your ship should do so. No demonstration was made on the boats, which returned after accomplishing the object of the expedition.

For the details, I respectfully refer you to the enclosed report of Acting Ensign William G. Jones. No casualties or accidents occurred with the exception of the accidental loss of one musket while boarding the steamer.

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

JOHN F. HARDEN,

Acting Volunteer Lieutenant, Commanding.

Commander M. B. WOOLSEY,
Commanding U. S. S. Princess Royal, off Galveston, Tex.

Report of Acting Ensign Jones, U. S. Navy, of the U. S. S. Antona.

U. S. S. ANTONA,
Off Galveston, Tex., February 10, 1865.

SIR: I have the honor to report that, in obedience to your orders, I reported on the morning of the 10th instant to Commander M. B. Woolsey, commanding U. S. S. *Princess Royal*, with second cutter, manned with 14 volunteers (2 officers, 5 petty officers, and 7 seamen and landsmen), well armed, and equipped with the necessary materials for destroying by fire the blockade runner steamer *Will-o'-the-wisp*, aground on Galveston Island. At 3 a. m. I started from the *Princess Royal*, in company with her second cutter, in charge of Lieutenant C. E. McKay, who commanded the expedition. I rowed in to the wreck and at 3:40 a. m. boarded her, and with the utmost dispatch set her on fire, Lieutenant McKay assigning to me the star-board side for that duty. I expended 3 gallons of turpentine and about 40 pounds of oakum, which I saturated with the turpentine. The condition of the steamer, as far as we could ascertain under the circumstances, was a perfect wreck; her deck, as far as the after part of her wheelhouses, was submerged and much cut up. She is an iron-built vessel, and the woodwork was entirely water-soaked, so that there was little left to burn. After firing her, we immediately took to our boats and pulled for the *Princess Royal*. We saw but one of the enemy (a picket) on the beach, who fled on our approach. We succeeded without opposition, returning to the *Princess Royal* at 4:15 a. m., and reported on board the *Antona* at 4:30 a. m. I can not close this report without speaking in the highest terms of the conduct of the men. They were cool and obedient. I particularly recommend to your notice Robert Lawton, yeoman, as it affords me great pleasure in testifying to his zeal and good behavior in the expedition. The expedition was conducted by Lieutenant C. E. McKay with great judgment and ability.

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

WILLIAM G. JONES,
Acting Ensign, U. S. Navy.

Acting Volunteer Lieutenant JOHN F. HARDEN,
Commanding U. S. S. *Antona*.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, commanding West Gulf Squadron, to be prepared for the coming of the C. S. ram Stonewall.

NAVY DEPARTMENT, February 11, 1865.

SIR: The Department hastens to advise you that information has been received of the transfer to the rebels of the ram built at Bordeaux.

The dispatch from the consul at Nantes communicating this information is dated the 28th ultimo. The ram was then at the island of Houat, and preparing to leave immediately. Her destination is doubtless some point on our coast, and it behooves you to be prepared

against surprise, as she is represented to be formidable and capable of inflicting serious injury.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Blockdg. Squadron, New Orleans, La.

Report of Lieutenant-Commander Benham, U. S. Navy, commanding U. S. S. Penobscot, regarding the capture of the British schooner Matilda.

U. S. S. PENOBSHOT, February 11, 1865.

SIR: I have the honor to report the capture of the English schooner *Matilda* from Matamoras, cleared for Havana.

When sighted she was about 14 miles from Pass Cavallo light-house, standing in for the land. She shortly after changed her course, first to S. and W. S., then tacked to N. and E. S., and stood on this course until taken.

At 3 p. m. we started in chase and at 9:30 p. m. she hove to and I took possession of her.

During the chase, I fired several shells at her, but she disregarded all except the last. I send her to New Orleans for adjudication in charge of Acting Ensign Miller.

Her cargo consists of rope, bagging, and liquors. There was no other vessel in sight at the time of the capture.

Very respectfully, your obedient servant,

A. E. K. BENHAM,
Lieutenant-Commander.

Captain GEO. F. EMMONS,
Comdg. Second Division West Gulf Blockdg. Squadron.

List of vessels belonging to the West Gulf Squadron, February 15, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Antona.....	5	Screw.....	Actg. Vol. Lieut. J. F. Harden...	Coast of Texas.
Arizona.....	7	Paddle wheel.	Lieut. Comdr. Geo. Brown.....	New Orleans.
Aroostook.....	7	Screw.....	Lieut. Comdr. Jos. S. Skerrett...	Do.
Althea.....	1	do.....	Actg. Ensign F. A. G. Bacon.....	Mobile Bay.
Arkansas.....	5	do.....	Actg. Vol. Lieut. David Cate.....	Do.
Arthur.....	6	Bark.....	Actg. Master J. E. Stannard.....	Pensacola Bay.
Anderson.....	8	do.....	Actg. Master H. Tibbits.....	Do.
Augusta Dinsmore..	4	Screw.....	Actg. Vol. Lieut. Miber B. Crowell	Coast of Texas.
Bienville.....	10	Paddle wheel.	Comdr. J. R. M. Mullany.....	Do.
Bloomer.....	2	Stern wheel...	Actg. Master's Mate A. Whiting.	East Pass.
Buckthorn.....	2	Screw.....	Actg. Vol. Lieut. Waah. Godfrey.	Mobile Bay.
Bohio.....	.....	Brig.....	Actg. Master W. M. Stannard.....	Mississippi Sound.
Cayuga.....	7	Screw.....	Lieut. Comdr. H. Wilson.....	Off Galveston.
Chickasaw.....	4	Ironclad.....	Lieut. Comdr. G. H. Perkins.....	Mobile Bay.
Chocura.....	4	Screw.....	Lieut. Comdr. R. W. Meade, jr....	Calcasieu Pass.
Cornubia.....	5	Paddle wheel.	Actg. Vol. Lieut. John A. Johnstone.	New Orleans.
Carrabasset.....	6	Stern wheel...	Actg. Vol. Lieut. Ezra Leonard..	Berwick Bay.
Cowslip.....	3	Paddle wheel.	Actg. Master Wm. T. Bacon.....	New Orleans.
Corypheus.....	2	Schooner.....	Actg. Master and Pilot Wm. Stewart.	Mobile Bay.
Charlotte.....	2	do.....	Actg. Master's Mate A. Whiting.	East Pass.
Estrella.....	5	Paddle wheel.	Actg. Master G. P. Pomeroy.....	New Orleans.
Elk.....	6	Stern wheel...	Actg. Vol. Lieut. N. Kirby.....	Mobile Bay.
Fearnot.....	5	Ship.....	Actg. Ensign A. Rich, jr.....	New Orleans.
Fort Gaines.....	4	Stern wheel...	Actg. Master John Hamilton.....	Lake Pontchartrain.

*List of vessels belonging to the West Gulf Squadron, February 15,
1865—Continued.*

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Genesee	8	Paddle wheel	Lieut. Comdr. John Irwin	Mobile Bay.
Gertrude	8	Screw	Actg. Vol. Lieut. B. C. Dean	Off Galveston.
Glide	6	Stern wheel	Actg. Master L. S. Fickett	Berwick Bay..
Glasgow	3	Paddle wheel	Actg. Master R. J. Hoffner	New Orleans.
Hollyhook	3	do	Pilot Benj. Tarbell	Do.
Itasca	4	Screw	Lieut. Comdr. N. Green	Do.
Ida	1	do	Actg. Ensign Frank Ellms	Mobile Bay.
Jackson, J. P.	6	Paddle wheel	Lieut. A. R. Yates	Mississippi Sound.
Jasmine	2	Screw	Actg. Ensign F. J. Brenton	Pensacola Bay.
Kanawha	4	do	Lieut. Comdr. B. B. Taylor	Coast of Texas.
Katahdin	7	do	Lieut. Comdr. C. H. Greene	New Orleans.
Kline	6	do	Lieut. Comdr. John Watters	Do.
Kannabeo	5	do	Lieut. Comdr. Trevett Abbot	Pensacola Bay.
Kickapoo	4	Ironclad	Lieut. Comdr. M. P. Jones	Mobile Bay.
Kittatinny	6	Schooner	Actg. Ensign N. J. Blasdell	Pensacola Bay.
Kuhn, J. C.	6	Bark	Actg. Master A. C. Starrett	Pensacola Bay.
Lackawanna	14	Screw	Capt. Geo. F. Emmons	Off Galveston.
Metacomet	10	Paddle wheel	Comdr. P. Crosby	New Orleans.
Monongahela	11	Screw	Comdr. Jas. H. Strong	Do.
Meteor	6	Stern wheel	Actg. Master M. Jordan	Mobile Bay.
M. A. Wood	3	Schooner	Actg. Master J. Ross	Do.
Milwaukee	4	Ironclad	Lieut. Comdr. J. H. Gillis	Do.
New London	5	Screw	Actg. Master Lyman Wells	New Orleans.
Nyanza	6	Stern wheel	Actg. Vol. Lieut. C. A. Boutelle	Mobile Bay.
Narcissus	1	Screw	Repairing	Pensacola Bay.
Octorara	10	Paddle wheel	Lieut. Comdr. W. W. Low	Mobile Bay.
Onida	12	Screw	Comdr. T. H. Stevens	New Orleans.
Ossipee	13	do	Comdr. W. E. Le Roy	Coast of Texas.
Owasco	5	do	Actg. Vol. Lieut. L. W. Pennington	Pensacola Bay.
Pembina	5	do	Lieut. Comdr. J. G. Maxwell	Coast of Texas.
Penguin	7	do	Actg. Vol. Lieut. J. R. Beers	Do.
Penobscot	4	do	Lieut. Comdr. A. E. K. Benham	Do.
Pinola	4	do	Lieut. Comdr. Henry Erben	Do.
Pink	3	do	Actg. Master Sam. Belden	Mobile Bay.
Port Royal	10	Paddle wheel	Lieut. Comdr. B. Gherardi	New Orleans.
Princess Royal	7	Screw	Comdr. M. B. Woolsey	Coast of Texas.
Pocahontas	6	do	Lieut. Comdr. W. M. Gamble	New Orleans.
Pampero	6	Ship	Actg. Master O. Colburn	South West Pass.
Portsmouth	18	do	Comdr. L. C. Sartori	New Orleans.
Potomac	42	do	Comdr. Alex. Gibson	Pensacola Bay.
Richmond	22	Screw	Capt. Theo. P. Greene	Mobile Bay.
Rodolph	6	Stern wheel	Actg. Master N. M. Dyer	Mississippi Sound.
Rose	2	Screw	Actg. Ensign W. D. Maddocks	Do.
Sciota	4	do	Actg. Vol. Lieut. J. W. Magune	Mobile Bay.
Sebago	10	Paddle wheel	Lieut. Comdr. D. B. Harmony	Do.
Selma	4	do	Actg. Ensign L. R. Vance	New Orleans.
Seminole	9	Screw	Comdr. A. G. Clary	Rio Grande.
Stockdale	6	Stern wheel	Actg. Vol. Lieut. T. Edwards	Mobile Bay.
Sam. Houston	1	Schooner	Actg. Vol. Lieut. and Pilot M. Freeman	Do.
Tallahatchie	6	Stern wheel	Actg. Master T. J. Linnekin	Do.
Tritonia	1	Paddle wheel	Actg. Vol. Lieut. Geo. Wiggin	Do.
Virginia	7	Screw	Actg. Vol. Lieut. C. H. Brown	Coast of Texas.
Vinennes	10	Ship	Actg. Vol. Lieut. Wm. M'Gloin	Ship Island.
Winnebago	4	Ironclad	Lieut. Comdr. W. A. Kirkland	Mobile Bay.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commanding officer of the West Gulf Squadron, regarding a temporary transfer of vessels.

MOUND CITY, February 16, 1865.

COMMODORE: I have to-day dispatched the ironclads *Cincinnati* and *Osage* to report to you, to be accompanied by four light-drafts. The turret machinery of the *Osage*, in which there was some defect, has just been repaired to the satisfaction of the chief engineers of the yard and the vessel and to her commanding officer. With careful usage I suppose it will stand. The sister ironclad, the *Neosho*, which I had designed sending, I found on my arrival here was so much out of repair that it was impossible to prepare her for service in time; she was drooping 5 or 6 inches at each end, and her deck beams had

settled over her boilers and were charred. I have therefore substituted the *Cincinnati*, recently rebuilt and repaired, and which is an efficient vessel, except that her boilers are somewhat out of repair. Her commanding officer and chief engineer are disposed to complain of this defect, which you can have repaired, and which is not, however, of a nature to prevent her performing service. I expected to find her repaired on my return here, but she has been in quarantine with smallpox on board during my entire absence, and was only released yesterday, fifteen days having then elapsed since the last case of the disease. As she was my flagship for some time in the Cumberland, with her boiler as weak as it now is, and with smallpox then on board, her efficiency can not be considered materially impaired. I had no other light-draft ironclad whose condition was not much worse than that of the *Neosho* or *Cincinnati*, and I have sent you the very best I had. I think with good management they will render good service. The tinclads are loaned from the squadron at this time with considerable inconvenience, as vigilance and a strong force are required to prevent the crossing of additional troops by the enemy. I request, therefore, that they may be returned as soon as their services can be dispensed with. I recall your attention to the fact that none of these vessels are provided with condensers or water tanks, having been designed to operate in inland waters only.

Wishing you entire success in the forthcoming operations in your squadron,

I am, respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Commodore J. S. PALMER, of

Commodore H. K. THATCHER,

Commanding West Gulf Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, regarding transfer of vessels for cooperation with the Army.

MISSISSIPPI SQUADRON,

Flagship Black Hawk, Mound City, February 16, 1865.

(Received 28th.)

GENERAL: I have sent to-day to New Orleans the light-draft ironclads *Osage* and *Cincinnati*, with four tinclads, to report to Commodore Palmer. These ironclads are the very best I had. All of the few others are in such very bad condition as to be wholly useless in your operations. I trust that these vessels and the four monitors previously sent from this squadron may cooperate efficiently with your forces, and that the entire movement may be a grand success. I have to regret, however, that your operations were not, as I hoped they would be, within my limits.

Very respectfully and faithfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General E. R. S. CANBY,

*Commanding Military Division of West Mississippi,
New Orleans.*

Report of Lieutenant-Commander Low, U. S. Navy, giving information obtained from refugees regarding affairs in the vicinity of Mobile.

U. S. GUNBOAT OCTORARA,
Off Mobile, [Ala.], February 16, 1865.

SIR: On sounding the bar at the mouth of Blakely River last evening, we found 7 feet of water on the ridge of black sand, about 100 yards in width, that forms the shoalest part. The water gradually deepened each way from this ridge. The tide was not as full as it generally is after a strong southerly wind or a blow from that quarter, but there was more water than there is ordinarily. I will send a boat in again this evening, as, probably, if this wind continues, there will be more water still. Nine refugees, one a deserter from the Second Louisiana Heavy Artillery, came off to the *Sciota* last night. They bring but little news, having lost the newspapers they had. They state that General Cheatham, with his division, is at Pollard; that General Gibson, with about 4,000 of the Tennessee army, is at Mobile, and in addition about the same number of militia; that there are few troops on the eastern shore, only pickets; that General Gibson has command at Mobile, under Maury; that the remnants of the Tennessee (Hood's) army had gone to Montgomery; that the number killed and wounded in the battles in Tennessee amounted to 15,000 men. This deserter thinks that not more than 5,000 went to Montgomery, there being a great many sick and disabled yet at Tupelo. They state that the Mobile and Ohio Railroad is opened again as far as West Point, and the Montgomery road to that place. One of the refugees, a very intelligent mulatto, thinks that Hood's army did not stop at Montgomery, but proceeded to Augusta. He thinks that there are no troops on the eastern shore but Colonel Maury's command; McCulloch and his command, some 2,500 men, being upon the Mobile and Ohio Railroad, at Citronelle, 32 miles from Mobile. One of the refugees says that a torpedo boat was launched at Mobile the day before yesterday. From his description, I judge it to be one similar to that upon the eastern shore. He says also that the torpedo battery, the heavy wooden framework with torpedos attached, has been placed in the Spanish River, but I think it doubtful if it would be put in the channel way that is so much used by the rebel gunboats. I send down the *Ida*. She requires one or two smooth-bore howitzers and a supply of small arms if she is to be employed upon picket duty. The *Sciota* has coal for four or five days only. These men say that the rebels are building a water battery at Choctaw Point. The deserter reports also that the line of works outside of Mobile is unfinished and that there are few guns mounted upon it.

Very respectfully, your obedient servant,

W. W. Low,
Lieutenant-Commander.

Captain T. P. GREENE,
Commanding First Division West Gulf Blockading Squadron.

Report of Commodore Palmer, U. S. Navy, transmitting report regarding the character of consular officer at Matamoras, Mexico.

No. 89.] NEW ORLEANS, LA., February 18, 1865.

SIR: I have the honor to enclose herewith a copy of letter addressed to me by the commanding officer at the Texas blockade (Captain Emmons) in reference to the consul of the United States at Matamoras, as I think it right that the Government should be aware of the sort of representative we have had at that port.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

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

[Enclosure.]

U. S. S. LACKAWANNA,
Brazos, February 18, 1865.

COMMODORE: I have but lately touched here on a trip of observation and to communicate with Commander Clary, of the *Seminole*.

From the latter I learn that our consul is in trouble, gotten up, I presume, by the rebel mob congregating at Matamoras. He is now on his way out of this pass in an army transport, having been ordered out of Matamoras, I am told, by the commanding officer in charge of the French forces there.

Commander Clary saw him on shore this morning surrounded by a suspicious class of rebel refugees which, I understand, he is taking out of the country with him, and so much under the influence of liquor that he came off disgusted and reported the facts.

It is lamentable that at a place of so much importance (some fifty sail trading there all the time), and at this particular time, that we have not a better representative on shore to look after our interests. I will go down to the Rio Grande this afternoon, see what I can learn, and, if necessary, communicate with the authorities on shore. I shall then return to Galveston. * * *

I am, very respectfully and truly, yours,

GEO. F. EMMONS.

Commodore J. S. PALMER, U. S. Navy,
Commanding West Gulf Squadron, New Orleans.

Destruction of Confederate schooner Anna Dale, in Pass Cavallo, by boat expedition from U. S. S. Pinola, February 18, 1865.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting reports to the Department.

U. S. FLAGSHIP PORTSMOUTH,
Off New Orleans, La., March 5, 1865.

SIR: I have the honor to enclose herewith for the action of the Department the reports of Captain Emmons, commanding Second Division (marked No. 1); Lieutenant-Commander Erben and Acting Ensign James W. Brown, of the *Pinola* (marked Nos. 2 and 3), of the

capture and subsequent destruction of the armed rebel schooner *Anna Dale*, in Pass Cavallo, Texas, on the night of the 18th ultimo.

I have commended Acting Ensign James W. Brown and the officers and men engaged on the expedition for the energy and zeal displayed by them.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Emmons, U. S. Navy, transmitting reports to Commodore Palmer, U. S. Navy.

U. S. S. LACKAWANNA,

Galveston, Tex., February 22, 1865.

COMMODORE: I forward you with this the report of Lieutenant-Commander Erben, of the U. S. gunboat *Pinola*, and of the officer in charge of a boat expedition, which, like several previous ones improvised in this division, proved a complete success to the extent of cutting out and destroying the armed rebel schooner *Anna Dale*, which, it will be seen, was only waiting an addition to her crew to put to sea from Pass Cavallo to prey upon our commerce.

I will forward the prisoners by the first opportunity.

The master, Joseph F. Stevenson, surrendered to the boarding officer as a lieutenant of the Confederate Navy, and subsequently, when questioned, said he was a master in the same service, but could show no evidence of rank or authority. He and his crew, I think, are fit subjects for hard labor at the Dry Tortugas for the remainder of this war at least, of course if time enough be given. As in the case of other lawless acts on our Northern border, the rebel President or his Secretary of the Navy will endorse this fellow and all of his acts so long as they are aimed against our flag or country.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,

Captain, Commanding 2d Div. West Gulf Blockading Squadron.

COMMODORE JAS. S. PALMER,

Commanding West Gulf Squadron, New Orleans.

Report of Lieutenant-Commander Erben, U. S. Navy, commanding U. S. S. *Pinola*.

U. S. S. PINOLA,

Off Pass Cavallo, Texas, February 19, 1865.

SIR: I have the honor to make the following report of the destruction of the rebel armed schooner *Anna Dale* in Pass Cavallo last evening by the boats of this vessel:

Having observed for several days a schooner inside the pass, evidently intending to run out when the wind favored, on the evenings of the 16th and 17th I sent in picket boats to watch her, but the sea was too rough on the bar for the boats to cross or the schooner to get

out. Last evening, the sea being very smooth, with wind at E. N. E., I sent in the gig and third cutter, in charge of Acting Ensign James W. Brown, Acting Master's Mate John Rosling in third cutter, to bring out the schooner or destroy her. The boats returned to the ship this morning at 4 o'clock, bringing 9 prisoners and 12-pounder Dahlgren howitzer, some small arms, and one large boat. Mr. Brown reports finding the schooner fast to a wharf and very close under a battery. She had a pivot gun mounted, and everything showed her to be a privateer; lights were seen in the battery, and men heard talking. Mr. Brown made his arrangements, waited until all was quiet, and then pulled alongside to board her. His men jumped on board, seized everyone found, and sent them below; the fasts were then cut, and the vessel drifted into the stream; sail was made and everything done to bring her out, but she grounded. It was then determined to destroy her. The prisoners, with their baggage, were put in one of the schooner's boats, with some small arms; the gun was dismounted and stuck in the same boat; turpentine, with which the boats were furnished, was spread around and fired, and the schooner destroyed.

Mr. Brown reports the *Anna Dale* as of about 70 tons, regularly fitted out as a cruiser, full of provisions, and well supplied with arms and ammunition. She was commanded by a person calling himself Joseph F. Stevenson, whom I have prisoner; he surrendered himself as a lieutenant, but tells me he is a sailing master in the Confederate service. He says he expected 25 men at sunset to fill up his complement, and that had they been there we never would have taken his vessel. He expresses great surprise that our boats were not fired into by the battery, only a few yards off, and having two or three guns and 100 men. The *Anna Dale* was quite fast, and, had she got out, I think, would have done considerable damage. The howitzer captured is the same captured on board the schooner *Velocity*.

I have to express my high admiration of the conduct of both officers and men. The success of the expedition, and without loss, is due to the intelligence and promptness of Acting Ensign Brown, whom I recommend as an efficient and trustworthy officer. Mr. Brown speaks in high terms of the coolness and good conduct of Acting Master's Mate John Rosling. The conduct of Boatswain's Mate James Brown and Quartermaster Burton Bunker entitles them to special mention.

I enclose the report of Acting Ensign Brown; also list of the names of prisoners and of arms captured.

Very respectfully, your obedient servant,

H. ERBEN, Jr.,
Lieutenant-Commander.

Captain GEORGE F. EMMONS,
Comdg. 1st Division West Gulf Squadron, Galveston, Tex.

Report of Acting Ensign Brown, U. S. Navy, commanding expedition.

U. S. GUNBOAT PINOLA, February 19, 1865.

SIR: I respectfully beg leave to report that in obedience to your instructions I proceeded last night in command of the boat expedition, consisting of the gig and third cutter, manned by volunteer crews of

14 men in all, the latter boat in charge of Acting Master's Mate John Rosling, for the purpose of capturing or destroying the schooner seen for several days past lying near the entrance to Matagorda Bay, awaiting, as was supposed, a favorable wind for running out.

I left the ship at 6:45 p. m. and steered in a W. S. W. course for the entrance to the channel over the bar, some 2 miles distant from our station, passing which I continued on in the direction I judged the vessel to be, sounding as I went, to obtain if possible sufficient information in regard to the channel to enable me to get her out if captured.

After putting about 4 miles, following the line of the beach, we came to the entrance of a bayou guarded by an earthwork or battery, which we passed within 100 yards without causing any alarm, and at last discovered the vessel made fast to a wharf a half mile farther up the bayou and under the guns of another smaller battery of howitzers.

A careful reconnoissance satisfied me that the darkness of the night and the strict silence we observed had prevented the discovery of our approach. I determined to board the vessel at once and made my arrangements accordingly. At 10 p. m. this was accomplished without difficulty or disaster, and we found her to be a Confederate armed schooner of about 70 tons, called the *Anna Dale*, having a 12-pounder Dahlgren howitzer mounted on pivot and well provided with small arms, ammunition, provisions, etc., and alongside of her four or five launches or large-sized boats, several of which were fitted with apparatus having the appearance of being intended for use in torpedo operations. The officer in command of this schooner, calling himself Lieutenant Joseph F. Stevenson, of the C. S. Navy, finding his deck in our possession, surrendered her at once, with himself and crew of 8 men as prisoners, this number being all that were on board, although he informed me there were 25 more expected to join him last night.

I then got the vessel underway, hoping to bring her out safely over the bar, but had not proceeded far when, owing to the darkness and my limited means of information in regard to the channel, she grounded in close proximity to the battery at the entrance of the bayou, and I deemed it advisable to destroy her. I then dismounted the howitzer and placed it, together with 10 rifles and shotguns captured, in one of the launches and disposed of the prisoners among our own two boats; set fire to the vessel and, after waiting to see the fire well under way, took the launch in tow, passed the battery again without discovery, and returned to the ship at 4 o'clock this morning.

Before closing this report, however, permit me to bear testimony to the prompt and efficient services rendered by Mr. Rosling, whose valuable assistance is worthy of favorable mention; also to add a word in commendation of the praiseworthy example and efforts of Boatswain's Mate James Brown and Quartermaster Burton Bunker, and of the good conduct, strict observance of orders, and coolness of the men generally composing the boats' crews.

Very respectfully, your obedient servant,

JAMES W. BROWN,
Acting Ensign, U. S. Navy.

Lieutenant-Commander HENRY ERBEN, Jr.,
Commanding U. S. Gunboat Pinola.

Letter from the commanding Mexican general at Matamoras to the senior naval officer of the United States off that place, regarding the suspension of functions of the U. S. consul.

[Translation.]

MATAMORAS, February 19, 1865.

COMMANDANTE: I have the honor to acknowledge the receipt of your official dispatch having reference to the suspension of the functions of the consul of the United States in Matamoras by authority emanating from myself.

You desire to know if this disposition will affect American residents of this place engaged in commercial or any other class of trade permitted by peaceful laws.

Now, the truth is that these matters appertain to the respective Governments, and I beg you not to believe the false information you have received in regard to them.

His Majesty the Emperor has given to the political prefectos the power to revise the exequatur conceded to the consular agents of all countries in the exercise of their respective functions.

I have written an order to Señor Don E. D. Etchison, to whom it appears to be indispensably requisite for him to suspend the duties of his office.

I have directed the prefecture to furnish him with his passports to return to the United States.

In so much as the American citizens residing in the Empire carry on considerable trade, actual disputes will occasionally arise with other nations, and the general order applies equally to all foreign consuls.

Accept, senior commandante, the assurances of my high appreciation.

HENRY MEJIA,
Commanding General of New Leon,
Cohahuila and Tampas [Tamaulipas].

Senior Officer of the Naval Forces of the Northern States on the Coast of Texas.

[Received by Captain Emmons, U. S. Navy, commanding U. S. S. *Lackawanna*. Transmitted to Navy Department by Acting Rear-Admiral Thatcher, U. S. Navy, March 16, 1865.—COMPILED.]

Letter from Lieutenant-Commander Franklin, U. S. Navy, to Major-General Canby, U. S. Army, referring to the nonarrival of vessels coming from the Mississippi Squadron, and other matters.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal street, New Orleans, La., February 20, 1865.

GENERAL: I have the honor to acknowledge the receipt of your note of this date. One of our supply vessels will go to the mouth of the Rio Grande upon the arrival of the mail from the North, which we shall be happy to place at your disposition. I have heard nothing of the monitors or tinclads from up river, though I have telegraphed several times to be informed when they passed Morganza or Baton Rouge, without having elicited a reply. Acting Admiral

Thatcher has arrived in Pensacola, and will probably be here in a few days. I learned this in a letter from the commodore to-day. I think the latter will also be here in a few days. I shall not send the *Arizona*, the flagship, to Mobile Bay until I hear further from him. I had intended going in her myself to-morrow, but shall now wait.

Very respectfully, your obedient servant,

S. R. FRANKLIN,
Fleet Captain West Gulf Squadron.

Major-General CANBY,
Commanding Military Division of West Mississippi.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing his arrival in Mobile Bay for the command of the West Gulf Squadron.

No. 1.] U. S. SUPPLY STEAMER CIRCASSIAN,
Mobile Bay, February 21, 1865.

SIR: I have the honor to inform the Department that I arrived here in this vessel, via Key West and Pensacola, on the 19th instant, where I found Commodore J. S. Palmer in command, who reports that the two ironclads from Rear-Admiral Lee's squadron have not yet reached New Orleans. I learn from General Granger, commanding the troops at this point, that General Canby remains at New Orleans awaiting the arrival of troops. I shall proceed to that port and inform myself of his plans and intentions and arrange the available part of this squadron with a view to cooperation with the land forces under his command.

Two of the vessels ordered to this station from Admiral Porter's command have arrived, viz, the *Fort Jackson*, Captain Sands, and the *Quaker City*, Commander Spicer, and they will be immediately dispatched to the cruising ground assigned them by the Department.

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

H. K. THATCHER,
Commodore, Acting Rear-Admiral.

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

Report of Commodore Palmer, U. S. Navy, regarding the transfer of the West Gulf Squadron.

No. 87.] U. S. FLAGSHIP RICHMOND,
Mobile Bay, February 21, 1865.

SIR: Acting Rear-Admiral H. K. Thatcher arrived here yesterday, and I shall turn over the command of this squadron to him the day after to-morrow.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

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

Report of Commodore Palmer, U. S. Navy, announcing the arrival of steamers for the Texas blockade.

No. 88.]

U. S. FLAGSHIP RICHMOND,
Mobile Bay, Ala., February 21, 1865.

SIR: I have the honor to report the arrival of the U. S. steamers *Fort Jackson* and *Quaker City* for the Texas blockade. At least six more vessels can be there efficiently employed.

Blockade runners, since the occupation of the mouth of Cape Fear River, are rapidly turning their attention to the Texas coast.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

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

[Telegram.]

WASHINGTON, D. C., February 23, 1865.

General Grant has information which induces him to believe that the French rebel rams are to be directed against Mobile Harbor, and that orders have been sent from Richmond to Mobile to hold that place in anticipation of the arrival of these vessels. Notice should be given to the admiral, and measures taken accordingly.

H. W. HALLECK,
Major-General and Chief of Staff.

Major-General CANBY,
New Orleans.

Instructions of the Secretary of the Navy to Rear-Admiral Thatcher, U. S. Navy, regarding the reduction of the expenses of his command.

NAVY DEPARTMENT, February 24, 1865.

SIR: The Department is of opinion that the fall of Fort Fisher and Charleston will enable it to reduce the expenses of the maintenance of the Navy.

You will therefore send North such purchased vessels as appear by surveys to require very extensive repairs and such as are, in your opinion, the most inefficient, and all those no longer required.

These will probably be sold or laid up. You will also send home any stores that are not required. Further requisitions must be carefully examined before approval, and the commanders of squadrons are expected to use every possible exertion and care to reduce the expenses of their squadrons.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans, La.

Report of Acting Volunteer Lieutenant Dean, U. S. Navy, commanding U. S. S. Gertrude, regarding the capture of the Mexican brig Eco.

U. S. S. GERTRUDE,
Off Galveston, Tex., February 24, 1865.

SIR: I have the honor to report that on the 19th instant, at 3:30 p. m., discovered a strange sail bearing N. E. by N. and about 7 miles from shore; immediately got underway and gave chase. At 4:30 p. m. spoke hermaphrodite brig *Eco*, with Mexican ensign flying at the main, from Vera Cruz, said to be bound to New Orleans. Sent on board Acting Ensign William Shepherd. He returned at 5 p. m. and reported her as suspicious, her cargo consisting of bags of coffee, rice, sugar, and a lot of jute rope, such as used for baling cotton, apparently, with skids laid on floor of vessel for the purpose of stowing cotton.

In examining her log book, found the words "New York" were erased and "New Orleans" substituted, which alteration apparently was just made.

According to her log she left Vera Cruz on the 11th instant, and by latitude and longitude taken from log book, and the various courses worked up, both by observation and dead reckoning, by marking her track as per course by log on our chart, we find that she has steered nearly a direct course for Galveston, and was standing offshore, making to the southward and westward when first discovered.

Under the foregoing circumstances of the case, I deemed it my duty to take charge of said vessel and send her to port for adjudication.

Her papers are all made out in Mexican dialect. Enclosed please find inventory of log book and papers as sent to Judge ———, of United States district court in New Orleans.

The U. S. steamers *Princess Royal* and *Kanawha* were within signal distance at the time of said seizure.

I have sent Acting Ensign William Shepherd in charge of said vessel to New Orleans, to report to Commodore J. S. Palmer, commanding West Gulf Blockading Squadron, for further orders.

I remain, very respectfully, your obedient servant,

BENJ. C. DEAN,

Acting Volunteer Lieutenant, Commanding.

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

[Endorsement.]

The papers of this vessel appear to be regular, with the exception of not specifying who are the passengers, but her course was such after leaving Vera Cruz, and when seen off this port, together with the known currents and winds, and a cargo suited to the rebel market, that I have thought it prudent to place on board a prize crew, to assist her to her pretended port, and consigned her to the United States district judge at New Orleans.

Respectfully, etc.,

GEO. F. EMMONS,

Commanding Second Division West Gulf Squadron.

[Enclosure.]

U. S. S. GERTRUDE,
Off Galveston, Tex., February 24, 1865.

SIR: The following is an inventory of papers found on board Mexican brig *Eco*: Vessel's register; bill of health; clearance; manifest; an unsealed letter, directed to New Orleans; log book.

Very respectfully submitted,

BENJ. C. DEAN,
Acting Volunteer Lieutenant, Commanding.

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

Order of Captain Greene, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. *Metacomet*, for a survey of "Deep Hole," Mobile Bay.

U. S. S. RICHMOND,
Mobile Bay, February 24, 1865.

CAPTAIN. The admiral wishes to have the spot known as "Deep Hole" so marked out, by taking bearings of prominent points and objects, that the army will have no difficulty in finding it when they are ready to land their forces, which will be within a few days.

Please have it done as soon as possible, and send me the result.

Very respectfully,

THEO. P. GREENE,
Captain, Commanding First Division West Gulf Squadron.

Commander PEIROE CROSBY,
Commanding U. S. S. *Metacomet*, and Senior Officer off Mobile.

Order of the Secretary of the Navy to Acting Master Wells, U. S. Navy, for duty in West Gulf Squadron.

NAVY DEPARTMENT, February 25, 1865.

SIR: Proceed with the U. S. S. *Trefoil* off Mobile and report to Acting Rear-Admiral H. K. Thatcher, or the senior commanding officer present, for duty in the West Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master C. C. WELLS,
Commanding U. S. S. *Trefoil*, Boston.

Boat expedition for the destruction of Confederate steamer near Fort Point, Tex., February 25, 1865.

Report of Lieutenant-Commander Wilson, U. S. Navy, transmitting report of Acting Ensign Roberts, U. S. Navy.

U. S. GUNBOAT CAYUGA,
Off Galveston, Tex., February 26, 1865.

SIR: I herewith forward the report of Acting Ensign Morris, in charge of the boat sent from this vessel last night to assist in destroying the rebel steamer on shore near Fort Point.

The bright lookout kept by the steamer prevented the success of the expedition.

Very respectfully, your obedient servant,

HENRY WILSON,
Lieutenant-Commander.

Captain GEO. F. EMMONS,
Comdg. 2d Div. West Gulf Blockdg. [Squad.], U. S. S. Lackawanna.

Report of Acting Ensign Morris, U. S. Navy, commanding boat from the U. S. S. Cayuga.

U. S. S. CAYUGA,
Off Galveston, Tex., February 26, 1865.

SIR: I have the honor to report that in obedience to your order I left this vessel at 6:15 p. m. of the 25th instant, and reported to Lieutenant-Commander Henry Erben, commanding U. S. S. *Pinola*, to form part of boat expedition under command of Acting Master Allen, of the U. S. S. *Lackawanna*, to destroy a steamer on shore near Fort Point. The expedition left the *Pinola* at 9:15 p. m. of the 25th instant and proceeded toward the steamer, and arrived within 15 or 20 yards of her when we were hailed with "Who comes there?" at the same time receiving a volley of musketry from the steamer, upon which we turned and pulled offshore, exchanging a few shots with the enemy, and deeming it impossible to accomplish our object. After getting out of range of musketry we were fired upon from the fort with artillery, they firing four shots without inflicting any damage, more than one musket shot through the clothing of James Burns, coxswain of boat, and one in gunwale of boat, arriving on board this vessel at 4 a. m. of this date.

Very respectfully,

ROBERT MORRIS,
Acting Ensign.

Lieutenant-Commander HENRY WILSON,
Commanding U. S. S. Cayuga.

Report of Acting Ensign Rummell, U. S. Navy, commanding boats from the U. S. S. *Pinola*.

U. S. S. PINOLA,
Off Galveston, Tex., February 26, 1865.

SIR: In obedience to your order I left the ship last night at 9:15 o'clock with the gig and third cutter, the latter boat in charge of Acting Ensign J. W. Brown, and in company with a boat from the

U. S. S. *Lackawanna* and one also from the U. S. S. *Cayuga*, proceeded in to destroy the steamer lying ashore near Fort Point.

At 1:35 a. m. we arrived within 40 yards of the steamer when we were hailed from on board of her and immediately received a heavy volley of musketry, both from the steamer and a party on the beach. We immediately returned fire from our boats, and seeing there were a large number of men on board, and several boats alongside filled with armed men, and finding our approach discerned, it was deemed prudent by the officer in charge of the expedition to withdraw. On our return several shots were fired at us from Fort Magruder, but did us no damage, and we arrived on board ship at 3 a. m. without having met with any casualties whatever.

Very respectfully, your obedient servant,

CHARLES V. RUMMELL,
Acting Ensign, U. S. Navy.

Lieutenant-Commander HENRY ERBEN, JR.,
Commanding U. S. S. Pinola.

Report of Acting Master Allen, U. S. Navy, commanding expedition and boat from the U. S. S. *Lackawanna*.

U. S. S. LACKAWANNA,
Off Galveston, Tex., February 26, 1865.

SIR: I have the honor to report that in obedience to your order of the 25th instant I left this ship at 7 p. m. in first cutter, manned by 14 men, proceeded alongside the U. S. S. *Pinola*, where we were joined by the second and third cutters from that ship and also the first cutter from the U. S. S. *Cayuga*. 9:30 proceeded inshore with muffled oars, reconnoitering the while, and finding the approaches to Galveston Harbor clear. 1:30 a. m. Fort Point bearing southeast, distant half mile, formed the boats in two columns and headed directly for the steamer, she being beached on the point and about 40 rods eastward of the fort. When within 20 paces of the steamer, was hailed from the fore-castle with "What boat is that?" Receiving no reply they immediately opened upon us with rifles, both from steamer and beach, firing, I should judge, upward of 200 rounds. Fort Magruder also opened upon us, firing 1 shell and 3 shots. Hauled off and consulted with officers in charge of boats, and concluded to return to ship, it being deemed impracticable to board and destroy steamer.

I would also mention that the only casualties, so far as I could learn, were three men slightly wounded.

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

JNO. H. ALLEN,
Acting Master.

Captain GEO. F. EMMONS,
U. S. S. Lackawanna, West Gulf Blockading Squadron.

Report of Acting Master Gill, U. S. Navy, regarding a survey of "Deep Hole" Bay, mouth of Blakely River.

U. S. S. METACOMET, February 26, 1865.

SIR: I have the honor to inform you that in obedience to your instructions I proceeded to Blakely River bar on the night of the 25th ultimo in company with the pilot of the U. S. S. *Octorara*, and thoroughly sounded across the bar, taking the soundings in different places, and found 7 feet water on the bar. Crossing the bar, proceeded up the river toward Spanish Battery and took soundings all the way, to within 400 yards of the battery and about that distance from along the beach, and found from 2½ to 3 fathoms water in the main channel and in the bay called "Deep Hole."

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

CHRIS. C. GILL,
Acting Master, U. S. S. Metacomet.

Commander PEIRCE CROSBY,
Commanding U. S. S. Metacomet.

Report of Lieutenant-Commander Benham, U. S. Navy, regarding the destruction of schooners Mary Agnes and Louisa at Aransas Pass.

U. S. GUNBOAT PENOBSCOT,
Off Galveston, Tex., February 27, 1865.

SIR: I have the honor to report the destruction of the schooners *Mary Agnes* and *Louisa* at Aransas Pass. I chased these vessels ashore on the morning of the 16th, and on the 18th sent boats in and set them on fire, having, however, previously sunk them with shells, though in shallow water. Their cargoes consisted of baggage, cordage, wines, crockery, etc., only a few packages of which had been removed.

I am, respectfully, your obedient servant,

A. E. K. BENHAM,
Lieutenant-Commander.

Captain GEORGE F. EMMONS,
*Commanding Second Division West Gulf
Blockading Squadron, U. S. S. Lackawanna.*

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, urging a reduction of expenditures.

NAVY DEPARTMENT, February 28, 1865.

SIR: The Department feels concerned at the very great expenses incurred in the repair of naval vessels and for other purposes connected with the Navy at New Orleans. Economy in every branch should be practiced, and there should be no expenditure that can be avoided. Please enquire thoroughly into the system now practiced and report whether, and if so, in what way, it can be improved, so that the expenditures can be reduced.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans.

Report of Commodore Palmer, U. S. Navy, announcing the arrival of the U. S. S. Osage from the Mississippi Squadron.

No. 95.] NEW ORLEANS, LA., February 28, 1865.

SIR: I have the honor to inform the Department that the U. S. ironclad *Osage* arrived from the Mississippi Squadron on the 23d instant and will be ready for service in Mobile Bay in a week.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

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

Report of Commodore Palmer, U. S. Navy, transmitting report on the condition of vessels transferred from the Mississippi Squadron.

No. 90.] NEW ORLEANS, February 28, 1865.

SIR: I have the honor to enclose herewith to the Department a report of the fleet engineer of this squadron on the condition of the vessels sent down by Acting Rear-Admiral Lee for service in Mobile Bay.

On examination I find that it will take so much time and expense to put the four tinclads in order to send them around by sea that I have decided to return them at once to their stations in the river.

I shall repair the boilers of the *Cincinnati*, in hopes of getting her ready in time to be useful.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Squadron.

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

[Endorsement.]

I concur with Commodore Palmer in relation to the disposition to be made of the vessels named in the foregoing letter.

H. K. THATCHER,
Acting Rear-Admiral.

[Enclosure.]

WEST GULF SQUADRON, ENGINEERS' DEPARTMENT,
New Orleans, La., February 25, 1865.

SIR: I have the honor to report that I have examined the U. S. steamers *Cincinnati*, *Marmora*, *Siren*, and *Peri*, lately arrived at this port from the Mississippi Squadron for service in the West Gulf Squadron.

The *Cincinnati* is a casemated vessel with a recessed wheel; draws, when deep loaded, about 8 feet of water. The boilers of this vessel have been examined and found to be in a very bad condition, requiring at least two weeks' work with a large gang of men to put her in an efficient condition.

In my opinion she is totally unfitted for the service required in Mobile Bay, her side armor plating being about 1 inch and the forward plates 3 inches thick, to say nothing of her draft of water.

The *Marmora*, *Naiad*, *Siren*, and *Peri* are of the class known as tinclads.

The first-named vessel, I am informed, has been in active service for twenty-eight months consecutively; her hull seems to be broken in two places, and will require extensive repairs and alterations before she can be made efficient for outside service.

The *Naiad*, *Siren*, and *Peri* are in somewhat better condition, but in either case, to make them serviceable for use in our fleet, extensive repairs, alterations, and adjustments will have to be made.

I would respectfully recommend that as soon as it can be done without interfering with the hurried work now on hand that the machinery, boilers, etc., of these vessels be put in a condition that will admit of their steaming back to their respective stations in the Mississippi Squadron.

I am, very respectfully,

W. H. SHOCK,

Fleet Engineer West Gulf Blockading Squadron.

Commodore JAMES S. PALMER, U. S. Navy,
Commanding West Gulf Blockading Squadron, New Orleans.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Lee, U. S. Navy, referring to the nonarrival of United States vessels from the Mississippi Squadron.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., February 28, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your letter of the 16th instant, informing me that two ironclads and four tinclads have been ordered by you to report to Commander Palmer. These vessels have not yet arrived, but when they come I have no doubt that their service will realize all our anticipations.

The late severe rains in this region have interfered very materially with the movement of troops; it is now bright and dry weather, and if it continues so, we may hope soon to be able to go to work, with fair prospects of good results.

Reports recently received from Mobile concur in the statement that a number of armed launches have been sent in the direction of Jackson, Miss., with the evident design of interfering with shipping on the river, or perhaps with the intention of covering the transfer of rebel troops from the west side of the river. I have given due notice to divisional commanders of your squadron between Red River and Memphis.

During my absence I have authorized Generals Hurlbut and Dana to approve all permits and safe conducts, which, heretofore, under general orders No. 80, required my own approval; the officers of your squadron have all been notified accordingly.

I thank you for your hearty cooperation on all occasions, and for your kind wishes for our success.

I remain, admiral, with high esteem, your friend and obedient servant,

ED. R. S. CANBY,
Major-General.

Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Mound City, Ill.

Vessels of the Western Gulf Squadron, March 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present station.
Augusta Dinsmore.	4	Screw.	Actg. Vol. Lieut. M. B. Crowell.	Texas coast.
Antona.	5	Screw.	Actg. Vol. Lieut. J. F. Harden.	Off Galveston.
Aroostook.	7	Screw.	Lieut. Comdr. J. S. Skerrett.	New Orleans.
Althea.	1	Screw.	Actg. Ensign F. A. G. Bacon.	Mobile Bay.
Arkansas.	5	Screw.	Actg. Vol. Lieut. David Cate.	Mississippi Sound.
Arthur.	6	Bark.	Actg. Master J. E. Stannard.	Pensacola Bay.
W. G. Anderson.	8	Bark.	Actg. Master H. Tibbits.	Do.
Blenville.	10	Paddle wheel.	Comdr. J. R. M. Mullany.	New Orleans.
Bloomer.	2	Stern wheel.	Actg. Master's Mate A. Whiting.	East Pass, Pensacola Bay.
Buckthorn.	2	Screw.	Actg. Vol. Lieut. W. Godfrey.	Mobile Bay.
Bohio.	0	Brig.	Actg. Master W. M. Stannard.	Pensacola Bay.
Cayuga.	7	Screw.	Lieut. Comdr. H. Wilson.	Off Galveston.
Chickasaw.	4	Ironclad.	Lieut. Comdr. G. H. Perkins.	Mobile Bay.
Chocura.	4	Screw.	Lieut. Comdr. R. W. Meade, jr.	New Orleans.
Cincinnati.	13	Ironclad.	Actg. Vol. Lieut. Jason Goudy.	Do.
Cornubia.	5	Paddle wheel.	Actg. Vol. Lieut. J. A. Johnstone.	Do.
Carrabasset.	6	Stern wheel.	Actg. Vol. Lieut. Ezra Leonard.	Berwick Bay.
Cowslip.	3	Paddle wheel.	Actg. Master W. T. Bacon.	New Orleans.
Corypheus.	2	Schooner.	Actg. Master and Pilot J. C. Lawrence.	Do.
Charlotte.	2	Schooner.	Actg. Master's Mate A. Whiting.	Pensacola Bay.
Estrella.	5	Paddle wheel.	Actg. Master G. P. Pomeroy.	New Orleans.
Elk.	6	Stern wheel.	Actg. Vol. Lieut. Nicholas Kirby.	Mobile Bay.
Fearnot.	5	Ship.	Actg. Master A. Rich.	New Orleans.
Fort Gaines.	4	Stern wheel.	Actg. Master J. R. Hamilton.	Lake Pontchartrain.
Fort Jackson.	8	Paddle wheel.	Capt. B. F. Sands.	Coast of Texas.
Genesee.	8	Paddle wheel.	Lieut. Comdr. J. Irwin.	Mobile Bay.
Gertrude.	8	Screw.	Actg. Vol. Lieut. B. C. Dean.	Off Galveston.
Glide.	6	Paddle wheel.	Actg. Master L. S. Fickett.	Berwick Bay.
Glasgow.	3	Paddle wheel.	Actg. Master R. J. Hoffner.	New Orleans.
Hollyhock.	3	Paddle wheel.	Pilot Benj. Tarbell.	Do.
Ida.	1	Screw.	Actg. Ensign F. Ellms.	Mobile Bay.
Itasca.	4	Paddle wheel.	Lieut. Comdr. N. Green.	Do.
J. C. Kuhn.	6	Bark.	Actg. Ensign S. H. Newman.	Pensacola Bay.
J. P. Jackson.	6	Paddle wheel.	Lieut. Comdr. A. R. Yates.	Mississippi Sound.
Jasmine.	2	Screw.	Actg. Ensign F. J. Brenton.	Do.
Kanawha.	4	Paddle wheel.	Lieut. Comdr. B. B. Taylor.	Off Galveston.
Katahdin.	7	Paddle wheel.	Lieut. Comdr. C. H. Greene.	New Orleans.
Kennebec.	5	Paddle wheel.	Lieut. Comdr. T. Abbot.	Pensacola Bay.
Kickapoo.	4	Ironclad.	Lieut. Comdr. M. P. Jones.	Mobile Bay.
Kineo.	6	Paddle wheel.	Lieut. Comdr. J. Watters.	New Orleans.
Lackawanna.	14	Screw sloop.	Capt. G. F. Emmons.	Off Galveston.
Milwaukee.	4	Ironclad.	Lieut. Comdr. J. H. Gillis.	Mobile Bay.
Metacomet.	10	Paddle wheel.	Comdr. P. Crosby.	Do.
Meteor.	6	Stern wheel.	Actg. Master M. Jordan.	Do.
Monongahela.	11	Screw.	Comdr. Jas. H. Strong.	New Orleans.
M. A. Wood.	3	Schooner.	Actg. Master A. C. Starrett.	Mobile Bay.
New London.	5	Screw.	Actg. Master L. Wells.	New Orleans.
Nyanza.	6	Stern wheel.	Actg. Vol. Lieut. C. A. Boutelle.	Mobile Bay.
Narcissus.	1	Screw.	Actg. Master's Mate — — —	Pensacola Bay.
Octorara.	10	Paddle wheel.	Lieut. Comdr. W. W. Low.	Mobile Bay.
Onelda.	12	Screw.	Comdr. T. H. Stevens.	New Orleans.
Oscalpoe.	13	Screw.	Comdr. Wm. E. Le Roy.	Cruising off Texas.
Osage.	2	Ironclad.	Lieut. Comdr. W. M. Gamble.	New Orleans.
Owasco.	5	Screw.	Actg. Vol. Lieut. L. W. Pennington.	Pensacola Bay.
Pembina.	5	Screw.	Lieut. Comdr. J. G. Maxwell.	Off Sabine.
Penguin.	7	Screw.	Actg. Vol. Lieut. Jas. R. Beers.	Off Galveston.
Penobscot.	4	Screw.	Lieut. Comdr. A. E. K. Benham.	Off Galveston (coal- ing).
Pinola.	4	Screw.	Lieut. Comdr. H. Erben.	Off Calcasieu.
Pink.	3	Screw.	Actg. Master Saml. Belden.	Mobile Bay.
Pocahontas.	6	Screw.	Actg. Master E. E. Pendleton.	New Orleans.
Port Royal.	10	Paddle wheel.	Lieut. Comdr. B. Gherardi.	Do.
Princess Royal.	7	Screw.	Comdr. M. B. Woolsey.	Cavallo and Aransas.

Vessels of the Western Gulf Squadron, March 1, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present station.
Pampero.....	6	Ship.....	Actg. Master O. Colburn.....	South West Pass, Mississippi River.
Portsmouth.....	18	Sloop.....	Comdr. L. C. Sartori.....	New Orleans.
Potomac.....	40	Frigate.....	Comdr. A. Gibson.....	Pensacola Bay.
Quaker City.....		Paddle wheel.	Comdr. W. F. Spicer.....	Coast of Texas.
Richmond.....	22	Screw.....	Capt. Theo. P. Greene.....	Mobile Bay.
Rose.....	2	Screw.....	Actg. Ensign W. D. Maddocks..	New Orleans.
Sciota.....	4	Screw.....	Actg. Vol. Lieut. J. W. Magune..	Mobile Bay.
Sebago.....	10	Paddle wheel.	Lieut. Comdr. D. B. Harmony...	Do.
Selma.....	4	Paddle wheel.	Actg. Ensign L. R. Vance.....	New Orleans.
Seminole.....	9	Screw.....	Comdr. A. G. Clary.....	Rio Grande.
Stockdale.....	6	Paddle wheel.	Actg. Vol. Lieut. Thos. Edwards.	Mobile Bay.
Sam Houston.....	1	Schooner.....	Actg. Vol. Lieut. M. Freeman...	Do.
Tallahatchie.....	6	Paddle wheel.	Actg. Master T. J. Linnekin....	Do.
Tritonia.....	1	Paddle wheel.	Actg. Vol. Lieut. Geo. Wiggin..	Do.
Virginia.....	7	Screw.....	Actg. Vol. Lieut. C. H. Brown..	San Luis and Velasco.
Vincennes.....	10	Sloop.....	Actg. Vol. Lieut. Wm. M'Gloin..	Ship Island.
Winnebago.....	4	Ironclad.....	Lieut. Comdr. W. A. Kirkland..	Mobile Bay.
Kittatinny.....	6	Schooner.....	Actg. Ensign N. J. Blasdell....	Pensacola Bay.
Rodolph.....	6	Stern wheel...	Actg. Master N. M. Dyer.....	Mobile Bay.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report regarding the destruction of the U. S. S. Arizona.

U. S. FLAGSHIP PORTSMOUTH,
Off New Orleans, La., March 2, 1865.

SIR: I regret to be obliged to report the entire destruction of U. S. gunboat *Arizona*, under command of Lieutenant-Commander George Brown, on the night of the 27th ultimo.

On account of the light draft, this vessel had been fitted for use as a temporary flagship at the time of her destruction, but had not been occupied as such.

I have the honor to forward herewith a copy of Lieutenant-Commander Brown's report of the loss of his vessel, and to report that a court of enquiry is now in session, with orders to investigate the circumstances of her loss, the result of which will be forwarded to the Department without delay.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

[Enclosure.]

NEW ORLEANS, LA., March 1, 1865.

SIR: With a feeling of sadness I perform the painful duty of reporting the total loss by fire of the U. S. S. *Arizona* on the night of the 27th ultimo.

While on our way from the South West Pass to this city and when about 38 miles below this, at about 9:20 p. m., the alarm of fire was heard. The officer of the deck, Acting Ensign James Igo, promptly sounded the alarm bell, and I at once ordered the engines slowed. Accompanied by the executive officer, Acting Master Edward A. Terrell, I at once proceeded to the berth deck and found the fire to be in the engineer's after storeroom, which was situated over the boiler and just forward of the steam drum. At the first glance I

thought it would be readily checked, but in a very few seconds the flames spread with a rapidity which I would not have believed had I not been present. Water from the deck force pump was very promptly supplied, but it seemed only to increase the fury of the flames. At this time the flames had spread aft as far as the lower engine room, driving every one connected with the engineer's department from their stations. The smoke became so dense that it forced all who were below to rush on deck to prevent being suffocated. Acting Master Ed. A. Terrell, the last to leave the berth deck, was obliged to crawl on his hands and knees to avoid the flames and smoke. I endeavored to scuttle the spar deck, so as to point the hose down, but before that could be accomplished the flames came up the fore hatch and around the smokestacks. I ordered the magazine flooded and the vessel headed for the bank, and as she brought up on shore I let go the port anchor to prevent her swinging off, but the chain jammed and the anchor did not reach the bottom.

Seeing no possible hope of saving the vessel and that she was drifting from the bank, I then gave the orders to lower the boats and save the crew. The fire prevented anyone from nearing the port forward boat, and the starboard forward boat was swamped in lowering. Both quarter boats were safely lowered and made two trips each. Although some leaped into the water from the bow and swam to the bank, the majority of those saved were taken ashore by the boats. Not a soul attempted to leave the vessel until I gave the order for them to do so, and the marines were of much service in preventing the boats from being overloaded.

I went ashore in the last boat when no one was to be seen about the vessel. She drifted to the west bank of the river and lodged, and continued to burn until about 12:35 a. m. of the next morning, when she exploded. Knowing that the magazine had at least 18 inches of water in it when gunner's mate came up from below, and that many of the tank lids had been opened, I am of the opinion that the explosion was the boiler. The safety valves on the boiler had been raised and seemed up when the engines were stopped, but the steam stopped blowing soon after we abandoned her, probably owing to the purchase on the valve lever having burned off. Considering the rapidity with which the fire spread and the fact the crew had been lately received from different vessels in the squadron, we were very fortunate in having but 4 missing out of 98 souls that were aboard. Those who were lost must have been drowned by jumping from the bow or by the swamping of the starboard forward boat.

Every officer, and those of the crew who came under my immediate notice, behaved with great coolness. After reaching the bank I caused the crew to be collected at one point, and sent a boat to the telegraph station on the opposite side of the river to report by telegraph and ask for assistance. At about 11:30 p. m. the army transport *Clinton* arrived, and by her I sent all the officers and crew, with the exception of 2 officers and 4 men, to Fort Jackson. I then went across the river to where the wreck was grounded and remained by it until daylight, hoping to be able to recover something, but nothing could be seen of the wreck except three water tanks and one of the masts. At 2 p. m. on the 28th ultimo the tugboat arrived from this

city, when I proceeded to Fort Jackson, took on board the officers and crew, and reached this place this afternoon.

With a consciousness of having done all in my power to save the *Arizona*, I most earnestly request that you will order an investigation of this sad affair at an early day.

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

GEO. BROWN,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Letter from Major-General Canby, U. S. Army, to Major-General Granger, U. S. Army, forwarding telegram regarding the reinforcement of Mobile by Confederate rams from France.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., March 2, 1865.

GENERAL: I send you a copy of a telegram just received.* I do not apprehend that these rams will ever reach Mobile Bay, but we must of course be prepared for any desperate expedient that may be adopted by the rebels. Admiral Thatcher sends over his instructions to Captain Greene by the *Glasgow* this evening. I will come over myself to remain on Saturday. In the meantime any assistance that may be needed will be furnished to the extent of your ability. Navy will not be ready before the middle of next week. The heavy storms that we have had have extended up the river and rendered the country south of Vicksburg impenetrable, and I have ordered the cavalry to this place for transfer to the neighborhood of Mobile. We are now getting transportation in hand, and will be able to have everything over in season if we have reasonably fair weather.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Major-General GORDON GRANGER,
Commanding Thirteenth Army Corps.

Report of Captain Eaton, U. S. Army, giving information received from deserters from Mobile regarding Confederate defenses and forces.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
OFFICE OF THE CHIEF SIGNAL OFFICER,
New Orleans, La., March 3, 1865.

COLONEL: I have the honor to submit to your consideration the following report of information received at this office this 3d day of March, 1865:

Several deserters and refugees who left Mobile February 23, 1865, give the following information: The gunboat *Morgan* has two 6-inch rifled guns and two Brooke guns, 6 and 7 inch rifled. The *Nashville*

* See Halleck to Canby, February 23, p. 48.

has two Brooke 7-inch rifles—one of them is on pivot forward and another aft. She is pierced with six ports; she is clad only at each end. There are four blockade runners doing picket duty—the *Red Gauntlet*, the *Virgin*, the *Mary*, and the *Heroine*. The *Mary* and *Heroine* have a small brass gun each. The *Morgan* has 75 men and draws 8 feet of water. The *Nashville* has 42 or 43 men and officers and draws 11 feet. The *Tuscaloosa* draws between 7 and 8 feet. The *Huntsville* draws about the same as the *Tuscaloosa*. Captain G. W. Harrison commands the *Morgan*. Captain Bennett commands the *Nashville*. A round battery, mounting two XI-inch guns, is sunk flush with the water in the Apalachee River. It has six port holes; it is said to be of little account. There are two large square floating batteries, mounting two IX or XI inch smoothbore guns each, one near the city, the other near the upper part of Spanish River, aground. They are built in the shape of a ram, with 45 degrees slant of sides and little covering overhead. One informant states that a Confederate colonel told him that there were 20,000 men in Mobile and 10,000 more within twelve hours' march. Another informant states that there are only 8,000 or 9,000 men in Mobile, and that he witnessed a review of them. It is reported that there are two heavily fortified bluffs on the Alabama River; also that Selma is well fortified. The inhabitants of Mobile expect it to be taken, but not without a fight. It will not be evacuated. The two divisions of Hood's army which came to Mobile on the 20th of January last were scattered about Mobile and Pollard when the informant left.

I have the honor to be, very respectfully, your obedient servant,
S. M. EATON.

Lieutenant-Colonel C. T. CHRISTENSEN,
Asst. Adjt. Gen., Military Division of West Mississippi.

Letter from Major-General Canby, U. S. Army; to Acting Rear-Admiral Lee, U. S. Navy, requesting the services of several mortar boats.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, March 4, 1865.

ADMIRAL: I have just learned that there are several mortar boats in your fleet that are probably not needed. They may be of essential service to us if the operations at Mobile are at all protracted, and I have the honor to request that you will send to this city as many (four or five) of them as are not required by you. They will be used simply for the army mortar batteries, and will require no men for the service of the mortars.

Very respectfully, your obedient servant,
E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Report of Acting Master Fickett, U. S. Navy, commanding U. S. S. Glide, regarding the capture in Vermilion Bayou of schooner Malta, of Belize.

U. S. S. GLIDE,
Off Brashear City, La., March 4, 1865.

SIR: In obedience to your order of the 28th ultimo, I proceeded toward Vermilion Bayou. The weather being very bad, I did not arrive at the mouth of the bayou until the night of the 2d instant, where I remained until morning. On my way over there, however, I captured a boat and one of three men who were in her, and he informed me that he belonged to the Seventh Louisiana Cavalry Reserve Corps. Early on the morning of the 3d, I determined to sound out the channel which leads into the bayou, and while doing so I took on board a rebel deserter, also of the Seventh Louisiana Cavalry, who informed me that the blockade runner which you sent me after had gone to sea about a month since, and that she laid on the bar aground nearly two weeks before getting out. He also informed me that there was another schooner about 9 miles up the bayou, loaded with about 75 bales of cotton and bound for Havana. I proceeded toward her, and about 11:30 a. m. sighted her across a point of woods under foresail and jib, steering up the bayou. I fired one shot across the point to heave her to. In about ten minutes after that I had a boat alongside of her in charge of Acting Ensign John P. Cole, who reported her scuttled and abandoned. I found a chronometer box on board, but no chronometer, no register, crew list, or bills of lading. There was a British flag in her cabin. All the papers found on board I forward to you as I found them. Her name is the *Malta*, of Belize, though there has evidently been two other different names painted on her stern. I lightened her forward, so as to get at the leak, by transferring part of her deck load to my vessel. After temporarily stopping it, I proceeded with all possible dispatch to this place, where I arrived at 8 p. m. to-day. I found Vermilion Bayou navigable and very clear of trees on the banks as far as I went. The water is very shoal on the bar, however, except in southerly winds. I found 4½ feet going in, and as the tide was flowing very fast, with a southeast wind blowing fresh, I found 6 feet coming out. I understood from the people living on the banks of the bayou that the schooner was guarded against rebel deserters by five rebel soldiers while on her passage down the river.

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

L. S. FICKETT,
Acting Master, Commanding.

Acting Volunteer Lieutenant EZRA LEONARD,
Senior Officer Present.

Letter from the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, transmitting a letter regarding the fortifications of Galveston.

NAVY DEPARTMENT, *March 6, 1865.*

SIR: I herewith transmit for your information copy of a letter dated the 27th ultimo, addressed by Leonidas Haskell to Colonel L. C. Baker, of the War Department, in relation to the rebel defenses of Galveston, Tex.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Blckdg. Squadron, New Orleans, La.

[Enclosure.]

IRVING HOUSE, *February 27, 1865.*

DEAR SIR: I was visited this evening by Samuel Norress, and in the course of our conversation he gave me the following account of the fortifications of Galveston: He says that they have seven 100-pounder rifled cannon on the fort or the point on the island. Six of those guns were brought from Richmond, having crossed the Mississippi at Baton Rouge, sent up the Red River and down the Sabine, from thence to Galveston, consuming six months' time in transportation. The seventh is one of the two captured on the *Harriet Lane*, the other having burst. All the other forts are of minor importance, being armed with 32-pounders only, and are simple earthworks.

There are but very few troops there now, under General Walker. He embarked those whom General Banks undertook to take Galveston. There were but about 3,000 troops in that part of the State.

Thinking this may be of some service, I send it to you, thinking that through you it would most readily reach the war office.

Very truly, yours,

LEONIDAS HASKELL.

Colonel L. C. BAKER.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, in view of the possible arrival of Confederate rams from France.

No. 12.]

U. S. FLAGSHIP ALBATROSS,
Off New Orleans, La., March 6, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's letter in relation to the possible arrival on our coast of the rebel rams from France.

I beg leave to suggest that it is highly important that an ironclad steamer should be placed as a guard vessel at the Head of the Passes on the Mississippi and at Pensacola. All the ironclads now here are required for operations against the defenses of Mobile.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Stevens, U. S. Navy, commanding U. S. S. Oneida, to proceed off Galveston.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal street, New Orleans, La., March 6, 1865.

SIR: As soon as your vessel is ready for sea you will proceed in command of her to the coast of Texas and report to the senior officer off Galveston for duty.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.
Commander THOMAS H. STEVENS, U. S. Navy,
Commanding U. S. S. Oneida, New Orleans, La.

Operations against Mobile from March 8, including the capture of the city, April 12, 1865.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, advising a naval reconnoissance in force.

HDQRS. ARMY AND DIVISION WEST MISSISSIPPI,
Fort Gaines, Ala., March 8, 1865.

ADMIRAL: I have received information that is regarded as very reliable that the rebels have torn up about 30 miles of the Mobile and Montgomery Railroad in the neighborhood of Pollard, and are removing the material in the direction of Montgomery. This, coupled with other information, looks very much like an actual or contemplated evacuation of Mobile. It will materially advance our arrangements if this fact can be ascertained by a reconnoissance in force by the gunboats and monitors, which will draw the fires of the batteries and determine whether the guns have been removed from them.

Will you do me the favor to order this, if you concur in its propriety.

Very respectfully, sir, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Blockading Squadron, Mobile Bay, Ala.

[Endorsement.]

FLAGSHIP RICHMOND,
Mobile Bay, March 10, 1865.

CAPTAIN: You will see by the enclosed confidential dispatch from General Canby, addressed to me, what is to be done. So soon as it moderates we shall move up merely to feel the enemy, though we are not ready for an attack in force.

Respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding.

Commander PEIROE CROSBY,
Commanding U. S. S. Metacomet.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, promising a reconnoissance.

U. S. FLAGSHIP RICHMOND,
Mobile Bay, Ala., March 10, 1865.

GENERAL: Yours of the 8th instant is just received by the hand of Captain Barrett. I will go up with the light-draft boats to feel the enemy so soon as it moderates.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Major-General E. R. S. CANBY,
Commanding Military Division of West Mississippi.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. Chickasaw, for a reconnoissance.

FLAGSHIP GLASGOW,
Off Mobile, March 11, 1865.

SIR: You will proceed with the *Chickasaw* under your command in toward Garrow's Bend and draw the enemy's fire, and you will ascertain the number of guns he has mounted in his batteries with as much certainty as possible.

You will take care not to go in water shoal enough to endanger the grounding of your vessel.

Respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding.

Lieutenant-Commander G. H. PERKINS,
Commanding Chickasaw.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding a naval reconnoissance in force.

U. S. FLAGSHIP RICHMOND,
Mobile Bay, March 12, 1865.

SIR: I have the honor to inform the Department that I received official information from General Canby, under date of the 8th instant, informing me that there were indications that the rebels had torn up about 30 miles of the Mobile and Montgomery Railroad in the neighborhood of Pollard and were removing the material in the direction of Montgomery, indicating an evacuation of Mobile, and suggesting to me a reconnoissance in force by the gunboats, which I made yesterday with the five monitors in as close proximity as the shallow water and the obstructions would permit, drawing from the enemy heavy fire and proving that the defenses were intact.

As soon as General Canby is ready to advance, I shall cooperate as effectively as the depth of water in the upper bay will allow.

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

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Order of Captain Greene, U. S. Navy, to Commander Crosby, U. S. Navy, forwarding chart of the waters of Mobile Bay.

U. S. S. RICHMOND,
Mobile Bay, March 13, 1865.

CAPTAIN: I send you by the master of the U. S. S. *Pink* a chart of the waters of Mobile, on which is marked in red where General Canby says he has your information there is a passage into the Blakely River where vessels can carry 10 feet. There is also marked in red the route taken by the blockade runner *Heroine* when she attempted to get out some time since. Will you please take the first opportunity of ascertaining the truth of the information and let me know the result?

Very respectfully,

THEO. P. GREENE,
Captain, Commanding Naval Forces, Mobile Bay.

Commander PEIRCE CROSBY,
Comdg. U. S. S. Metacomet, and Senior Officer off Mobile.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding proposed movement of troops and requesting naval cooperation.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
Fort Gaines, Ala., March 16, 1865.

ADMIRAL: I propose to move a column of 9,000 men to-morrow morning up the coast, crossing or turning Bon Secours Creek at the most favorable points, crossing the East Branch of Fish River as low down as practicable, and striking the North Branch near Dannelly's Mills, where the crossing will be made. Another column of 10,000 men will move by water through Bon Secours and Fish River bays, debarking at a point about 1 mile below Dannelly's Mills. In this movement we shall need the cooperation of the navy, both for convoy and for transportation, to the extent that you may be able to assist with your light-draft vessels, and by a demonstration up the bay with the heavier vessels. This movement will probably be made on Sunday morning, the troops embarking at this place on Saturday night, so as to be in the neighborhood of the entrance of Fish River Bay early on Sunday morning. I design to make a demonstration on the west side of the bay by landing a brigade of about 2,000 men on Cedar Point on Saturday, but this will be limited to a demonstration that will have the effect of drawing off the attention of the enemy from the movement on the east side of the bay. Will you do me the favor to give us such aid as you can from your squadron, and I shall be pleased to receive any suggestions that you may think proper to make in relation to the cooperation of the two arms.

Very respectfully, sir, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Letter from Captain Greene, U. S. Navy, to Major-General Canby, U. S. Army, regarding cooperation.

U. S. S. RICHMOND,
Mobile Bay, March 16, 1865.

GENERAL: Your communication of this date is received. I shall be most happy and ready to give you all the assistance in my power. Six tinclads are all the light-draft vessels at my disposal. They will be ready at any moment. The admiral will probably be here this afternoon or to-morrow. I shall dispatch a tug to New Orleans this afternoon.

Very respectfully, your obedient servant,

THEO. P. GREENE,
Captain, Commanding Naval Forces, Mobile Bay.

Major-General EDWARD R. S. CANBY,
Commanding District of Florida and West Mississippi.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, promising cooperation.

NAVAL HEADQUARTERS,
New Orleans, March 17, 1865.

I shall be with you with all speed, your communication having just been received, 11 p. m. The fleet will cooperate as you desire.

Very respectfully, your obedient servant,

H. K. THATCHER,
Rear-Admiral, Commanding West Gulf Squadron.

Major-General CANBY,
Mobile Bay.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the movements of military forces.

WEST GULF SQUADRON,
U. S. Flagship Glasgow, Mobile Bay, March 21, 1865.

SIR: I have the honor to inform the Department that the troops under command of General Canby are now being landed from army transports and navy tinclads on the right bank of the Fish River, at a point called Dauley's [Dannelly's] Mills, about 17 miles above its junction with Mobile Bay; whilst the gunboats have been shelling the woods from Point Clear to Blakely River Bar, for the purpose of clearing the coast of the enemy's forces, supposed to be lurking in that vicinity, and also of drawing the fire of the batteries, should there be any new ones erected between Point Clear and Spanish Fort, below Blakely.

General Canby will advance as rapidly as the necessary construction of bridges for the passage of artillery over the numerous streams and swamps will admit, and such of the naval force as are of suitable draft for the shallow waters of the upper bay will coop-

erate with the general alongshore, keeping open communication by signal.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding details of the proposed forward movement.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
Dannelly's Mills, March 24, 1865.

SIR: I have the honor to acknowledge the receipt of your communication of yesterday and its enclosure. The rear division of the Thirteenth Army Corps will be up to-day, and we move forward to-morrow morning. If the roads are as good as we now hope to find them, we will be able to communicate with you from the neighborhood of Point Zeb to-morrow night, or on the morning of the 26th. We will send back from this place to-morrow a part of our bridge, to be towed up the bay to the point that will be selected as our depot. Will you please send up one or two of the tinclads to convoy it, and any boats that may be here when the troops leave, to the anchorage at the mouth of Fish River, where the bridge material and some of our supplies will remain until they are ordered up the bay? I will communicate with you again to-morrow morning.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding the sinking of the U. S. S. Milwaukee and referring to the rumored evacuation of Spanish Fort.

U. S. FLAGSHIP STOCKDALE,
Off Starke's Wharf, March 27, 1865—8 p. m.

DEAR SIR: I don't know how you are progressing. My day's work has been mainly in working the ironclads over the bar into deep water, in which I succeeded. Late in the afternoon a supply steamer came over from Mobile, and the *Milwaukee* steamed in as far as we had buoyed the channel to shell her out, and did so effectually, causing her to depart in haste. But in dropping back with the current stern foremost, struck a torpedo, which exploded under her bilge, causing her to sink. I immediately dispatched her captain to Pensacola for submarine armor and steam pump to raise her, which I hope to be able to do. In the meantime I have three inside the bar, and shall pass the night torpedo-dragging and buoying and preparing for what may turn up to-morrow. I received through

the signal officer a message at 4:30 p. m. to-day from General Granger, saying that Spanish Fort was being evacuated, and desiring me to push up the ironclads and drive off three gunboats and transports which were receiving the troops. Could not understand it, as the forts were then firing rapidly, and we could see all steamers approaching, none having come down since the shelling. Hope to hear of your good fortune soon. The officer now going to you from Pensacola will, I hope, give you favorable news from the advancing troops.

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

H. K. THATCHER.

Major-General E. R. S. CANBY,
Commanding Department of the Gulf.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Chief Engineer Shock, U. S. Navy, regarding the urgent need of torpedo arrangements.

U. S. FLAGSHIP STOCKDALE,
Off Fish River, [Ala.], 1865.

DEAR SIR: The army have moved up to Point Zeb, near Spanish Fort, and most of the fleet are up there. I am most anxiously awaiting the torpedo arrangements from your hands, as we have now no time to lose. Pray hasten forward this work, as we are greatly in need. We are doing all we can here.

In great haste,

H. K. THATCHER.

Chief Engineer WM. H. SHOCK, U. S. Navy,
New Orleans, La.

Sartori being ordered North, I am thrown out of gear about my family and know not what to do, as I can not now come to see about it.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, arranging a conference regarding measures of cooperation.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
March 28, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your note of yesterday, and send General Comstock this morning to explain our line of investment and to indicate the measures by which you can cooperate with us. We have no signal stations below D'Olive's Creek, but will have the telegraph in operation to-day. I send a signal officer to ask you to meet General Comstock at Howard's Hotel.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy,
regarding a loan of mortar boats.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
March 28, 1865.

SIR: I have the honor to acknowledge the receipt of a copy of Admiral Lee's communication addressed to you on the 15th in relation to the five mortar boats sent by him at my request. These boats are intended to be used where the ground is too marshy to establish land batteries, and I expect to have them manned by the army, but I will be very glad if you will please to have them towed over as soon as possible.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy,
arranging for the opening of fire by the monitors on Spanish Fort.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
March 29, 1865.

ADMIRAL: We are progressing fairly, establishing new batteries and making some changes in our line as we develop the enemy's line and strength. I will throw back the right of our line to-day or to-night, so that the monitors can open on the fort without firing into our troops. I will be able to send you this afternoon a survey of the lines, and to indicate the direction that should be given to the fire of the monitors. The telegraph is now working to the landing, and by signal stations communication with your flagship can be kept.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy,
regarding the opening of fire upon Spanish Fort.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
Near Spanish Fort, Ala., March 30, 1865.

ADMIRAL: I have the honor to transmit a copy of the survey showing the position of our lines with reference to Spanish battery. Our heavy batteries will probably be ready to open at 8 p. m. Will you please order the monitors to open at the same time? I will signal the time for opening. Eight 30-pounder rifles will open at the same time upon Battery Huger and the rebel gunboats.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the sinking of the U. S. monitors *Milwaukee* and *Osage*, also U. S. tinclad *Rodolph*, by torpedoes, and transmitting reports of commanding officers.

No. 51.]

U. S. FLAGSHIP STOCKDALE,
Off Blakely River, Mobile Bay, April 3, 1865.

SIR: I have the honor to inform the Department that the river monitors *Milwaukee*, Lieutenant-Commander J. H. Gillis, and *Osage*, Lieutenant-Commander W. M. Gamble, have been sunk by torpedoes at the entrance of Blakely River, the former on the 28th ultimo, and the latter on the 29th, as they were advancing and firing upon the rebel forts commanding the entrance.

Before sending the monitors over the shallow bar into the river, I had it thoroughly dragged for torpedoes and many were removed. We continued to drag until no more could be found, and it was believed that we could successfully advance upon the forts, but the result has proved the impossibility of doing so without endangering the loss of all our light-draft vessels. These hidden instruments of destruction abound everywhere in these shallow waters. The tinclad steamer *Rodolph* was also sunk by a torpedo on the 1st instant, while towing a scow to the sunken vessels with implements for the purpose of raising the *Milwaukee*. These vessels will probably be lost, though we shall be able to save the guns and much valuable property from them. On the sinking of the *Milwaukee*, I dispatched a vessel immediately to Pensacola for a steam pump and divers' apparatus with the men to work them. They were promptly forwarded by Commander Armstrong, the commandant of the yard, but the sunken vessels are so badly broken that they can not be raised. The divers, however, are retained to save as much property as possible from the wrecks, and, although under fire from the rebel batteries, we are doing all in our power. The remaining monitors are still in the river near the forts, with the object of cutting off supplies from the city, and are usefully employed. General Canby has completely invested these works, Fort Alexis and Spanish Fort, which command Batteries Huger and Tracy, and I am now preparing a navy battery of the heaviest guns which can be obtained to operate on shore in conjunction with the army. The ground around the forts, as well as the roads, is planted with torpedoes, which occasionally explode, destroying men and animals.

I enclose herewith copies of the reports of Lieutenant-Commander Gillis, Lieutenant-Commander Gamble, and Acting Master Dyer, the commanding officers of the *Milwaukee*, *Osage*, and *Rodolph* (marked Nos. 1, 2, and 3), detailing the circumstances connected with the loss of their vessels.

No casualties occurred on board the *Milwaukee*. On board the *Osage* 4 were killed and 8 wounded. On board the *Rodolph* 1 man was killed, 11 were wounded, and 3 are missing. The reports of the medical officers of the *Osage* and *Rodolph* (marked Nos. 4 and 5) are also enclosed.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

[Enclosure No. 1.]

U. S. S. GENESEE,
Mobile Bay, March 30, 1865.

SIR: I take the earliest opportunity to make a report of the sinking of the U. S. S. *Milwaukee*, under my command, on the afternoon of the 28th instant.

I had proceeded up the Blakely River in company with the U. S. S. *Winnebago* to within about 1½ miles of the lower fort on the left bank of the river for the purpose of shelling a rebel transport supposed to be carrying supplies to the fort; had succeeded in causing the steamer to retreat up the river, and was dropping with the current to resume my former position, keeping the bow of the vessel headed upstream, my object in so doing being to avoid in turning the accident that caused the sinking of the *Milwaukee*. I had returned within about 200 yards of the U. S. ironclad *Kickapoo*, then lying at anchor, and supposed the danger from torpedoes was past, as I was where our boats had been sweeping, and also exactly in the same place where the U. S. ironclad *Winnebago* had turned not ten minutes before, when I felt a shock and saw at once that a torpedo had exploded on the port side of the vessel, abaft the after turret, and, as near as I could determine at the time, about 40 feet from the stern.

My first object, after realizing the impossibility of saving the vessel, was to save the crew, and I am happy to be able to state that this was done without the loss of a single person.

There was naturally some confusion at first, the hatches being closed, and but three being provided with levers to open them with from below, and those who were not on deck being dependent on those who were, for other means of egress; but a single command served to restore order, and all came on deck in a quiet, orderly manner.

The stern of the vessel sank in about three minutes, as near as I can judge, but the forward compartments did not fill for nearly an hour afterwards, giving the crew an opportunity of saving most of their effects.

I saw every man off the vessel, sending them to the *Kickapoo*, Lieutenant-Commander Jones, for instructions, and then proceeded to the flagship, reporting to you in person, and obtaining your permission to proceed to Pensacola for the purpose of procuring such appliances as would be necessary in raising the *Milwaukee*.

I am happy to be able to add that I have obtained the services of two experienced divers, and also a steam pump, and there is every prospect of my retaining my old command until I have the pleasure of seeing her guns once more used against those who are no doubt now exulting over her supposed loss.

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

J. H. GILLIS,
Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, Mobile Bay, Ala.

[Enclosure No. 2.]

MOBILE BAY, ALA., *March 29, 1865.*

SIR: I have the honor to submit the following report of the circumstances attending the loss of the U. S. ironclad *Osage* under my command:

About 2 p. m., this instant, being at anchor inside of Blakely Bar, in company with ironclads *Kickapoo*, *Winnebago*, and *Chickasaw* and gunboat *Octorara*, with a strong breeze from the eastward, I deemed it necessary to move my anchorage to avoid colliding with the U. S. S. *Winnebago*, which vessel had dragged close alongside.

I weighed anchor and had moved off to a safe distance ahead, and on her starboard bow, when I stopped and ordered hands ready to let go the anchor in 2 fathoms water, the last sounding given after I had pulled the bell to stop. Almost immediately after stopping, I ordered three bells rung to back, and moved forward from the pilot house, intending to step on the turret to order the anchor let go, but had not taken more than three steps from my position at the forward door of the pilot house when a torpedo exploded under the bow, and the vessel immediately commenced sinking.

I ordered the executive officer, Acting Master G. W. Garrison, to take as many men below as necessary and search for wounded or killed and to send all the rest of the crew on the hurricane deck except two hands at each boat to haul them alongside.

My orders were executed promptly, and although the ship filled and settled rapidly, two killed and the few wounded below were passed up. Three others were wounded on deck.

The names of the killed and wounded I will furnish you as soon as I can ascertain them. The wounded were conveyed to the nearest ship for medical attendance. It was impossible to save but few articles belonging to the ship, as she almost immediately filled.

As the position to which I moved the *Osage* had been thoroughly dragged by boats, I am of the opinion that the torpedo by which she was sunk was submerged and drifting.

I respectfully request that a board of officers may be ordered to investigate the circumstances attending the loss of the *Osage*.

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

WM. M. GAMBLE,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron.

[Enclosure No. 3.]

U. S. S. RODOLPH,

Blakely River, Ala., April 2, 1865.

SIR: It becomes my duty to make to you the following report relative to the sinking of this vessel yesterday by the explosion of a torpedo:

Having received orders to report on board the *Metacomet* at 10 a. m., I had left the ship for that purpose, leaving my vessel at anchor a short distance inside the bar, in charge of my executive officer, Acting Ensign J. F. Thomson; from him I have obtained the following information, which embraces all the facts connected with this unfortunate affair up to the time of my arrival on board:

At 1 p. m., in obedience to signal from flagship, weighed anchor and passed within hail, receiving orders to take a barge alongside, containing apparatus for raising the *Milwaukee*, and proceeded with it inside the bar, crossed the bar, and stood up toward the *Milwaukee*. At 2:40 p. m., when directly between the *Chickasaw* and *Winnabago*, exploded a torpedo under our starboard bow, from the effect of which the ship rapidly sank in 12 feet of water.

I arrived on board at 3:20 p. m. and found the wounded properly cared for, by the promptness with which boats were sent to our assistance from the vessels in the vicinity. The torpedo exploded under our starboard bow about 30 feet abaft a line drawn at right angles with our stern, coming through the gun deck, at the break of the platform, on which our Parrott guns were mounted, and from the effects of the explosion that can be seen, I should judge there was a hole through her bow at least 10 feet in diameter; she now lies with her gun deck submerged about 5½ feet at low water.

I regret to report a loss of 1 killed, 11 wounded, and 3 missing. I enclose surgeon's report of killed and wounded; also a certified list of the men on board, with casualties.

All of the public property, such as small arms, etc., that could be got at was at once removed to the deck above water, and I am now engaged in removing the guns.

The accounts of the ship, public money, and nearly all of the small stores and clothing were stowed on the boiler deck, and thus are safe.

I desire to testify to the zeal manifested by my officers and men in their efforts to save property, and the cheerfulness with which they have obeyed all orders.

Very respectfully, your obedient servant,

N. M. DYER,
Acting Master, Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

[Enclosure No. 4.]

U. S. S. TALLAHATCHIE,
Mobile Bay, April 4, 1865.

SIR: The following is a list of the killed and wounded of the U. S. S. *Osage*:

Killed.—Lewis De Wall, master at arms; William Paigher, seaman; John Everhart, ordinary seaman; Charles Taylor, ordinary seaman.

Wounded.—John Jouan, captain of fore; James Harris, ordinary seaman; W. G. Fisher, ordinary seaman; William Hartley, ordinary seaman; Charles Couburn, landsman; Nicholas Haydenger, landsman; William G. Boyson, boatswain's mate; Michael McGuire, seaman.

Respectfully, etc.,

R. W. GIFFORD,
Acting Assistant Surgeon, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

[Enclosure No. 5.]

U. S. S. RODOLPH,
Blakely River, Ala., April 2, 1865.

SIR: I respectfully beg leave to make the following report of the casualties on board this vessel from the explosion of a torpedo on the afternoon of April 1, 1865:

Theodore Texada, landsman, killed instantly; Michael Driscoll, landsman, missing, with conclusive evidence of being killed; Johnson Smith, landsman (colored), missing, with conclusive evidence of being killed; Jule Baltour, boy (colored), missing, with conclusive evidence of being killed; John Wilson, captain of hold, contusion of leg; John S. Adams, ship's painter, contusion of shoulder and of head; Sewell Chicquoine, second-class fireman, dislocation of knee; George McDonald, landsman, contusion of feet; James H. Miller, landsman, contusion of foot; Daniel Kelley, landsman, wound of head; Eli Robertson, landsman (colored), fracture of left leg and dislocation of left knee (serious); William Strother, second-class fireman (colored), compound fracture of both bones of arm (serious); Henry Rounds, first-class boy, concussion of brain; Anderson Wilkins, first-class boy, contusion of knee; Moses Payne, second-class boy (colored), contusion of shoulder and lower jaw.

Very respectfully, your obedient servant,

EDWARD P. COLBY,
Acting Assistant Surgeon.

Acting Master N. M. DYER, U. S. Navy,
Commanding U. S. S. Rodolph.

Report of Acting Third Assistant Engineer Burk, U. S. Navy, regarding the sinking of the U. S. S. Osage.

U. S. S. TALLAHATCHIE,
Off Mobile, April 4, 1865.

SIR: On Wednesday, the 29th of March, 1865, the U. S. S. *Osage* was struck by a torpedo off the mouth of Blakely River, and sunk in about five minutes, taking with her all my papers, including my appointment, which I respectfully ask a copy of the same.

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

WILLIAM BURK,
Acting Third Assistant Engineer, U. S. S. Tallahatchie.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Chief Engineer Shock, U. S. Navy, regarding measures for saving the sunken vessels.

U. S. FLAGSHIP STOCKDALE,
Off Blakely River, March 30, 1865.

MY DEAR SIR: Our ironclads are inside the bar, and two, the *Milwaukee* and *Osage*, are on the bottom by torpedoes, just out of reach of Spanish Fort. A steam pump and submarine armor may save them if the application is made at once, and I have sent Gillis

in the *Trefoil* to Pensacola an hour after the first accident to get, if possible, these essentials, but he may not be able to do so. What can be done for us in New Orleans in that line? Their decks are now awash, and perhaps they can be saved if not on quicksands. This loss is severe, aside from the death of 2 and wounding of 6 in the *Osage* on the evening of the 29th; both had their rakes down at the time, but they failed to save them. We had buoyed the bar channel and successfully passed over all irons, save the *Cincinnati*; even the *Octorara* was got in by dint of severe work and removing guns and ammunition. The southerly blow favored us.

As to the forts, they have made heavy fight, but are now closely invested and can not escape, we think. Six thousand troops are said to be inside the works. We have shelled off all supplies from Mobile, and if the remaining monitors can be kept inside the bar they must surrender, as our siege guns will be in play soon. Then we must have the tinclads with the torpedo fixtures at once, to enable us to advance upstream to the obstructions.

The ground occupied by the blown-up monitors had been thoroughly dragged by grapnels and many torpedoes destroyed before any advance was made, and the officers dragging pronounced it all clear and free.

I send the boat back at once. We have required Dr. [J. C.] Palmer very much in amputations of legs and arms. I must send down for Dr. [L. J.] Williams at once.

In great haste, I am, very respectfully,

H. K. THATCHER.

W. H. SHOCK, Esq.,
Chief Engineer, West Gulf Squadron.

[Telegram.]

HEADQUARTERS ENGINEER BRIGADE, *March 30, 1865.*

We have got our ironclads up as far as is considered safe from torpedoes. We can not well sweep for them under fire. We have had one of our ironclads sunk by torpedoes already. When do you expect to get your heavy guns to work?

J. S. PALMER,
Commodore, Commanding First Division.

Major-General CANBY.

[Telegram.]

HEADQUARTERS, ETC., *March 30, 1865.*

Your dispatch is just received. We expect to open with the heavy guns and mortars to-morrow morning. I will send the admiral to-night a copy of the survey showing our positions.

E. R. S. CANBY,
Major-General, Commanding.

Commodore J. S. PALMER,
(Care General Bailey).

[Telegram.]

EXTREME RIGHT BATTERIES,
 March 31, 1865—8:30 a. m.

We have the range on the ram very well. She has fired but two shots and is moving up the stream. No shells from the fort guns have exploded. The transports have got safely out of the way. The ram, like the *Tennessee*, fires only halfway across. Our shots on the ram don't seem to affect her, although several have struck her. I am at the left of the batteries, in a ravine—a good place for observation. The fort guns have got the range well. We have now opened on the fort.

M. ADAMS, Jr.

Captain S. M. EATON.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to commanders of picket boats.

U. S. FLAGSHIP STOCKDALE,
 Off Mobile, Ala., March 31, 1865.

Commanding officers are directed to see that the picket boats provided by their vessels are properly manned and equipped.

The crews should be composed of the best oarsmen and the most trustworthy men in the vessel.

The crew should be armed with rifles, and must not be allowed to remove their waist belts.

The boats should be supplied with moorings and with ropes or chains for sweeping.

The oars should be carefully muffled.

The officers and men employed in the work of night picket should be made to understand that they are employed on a most important work, one on which the safety of the ironclads depends, and that nothing can excuse a careless discharge of such duty.

H. K. THATCHER,
 Acting Rear-Admiral, Commanding West Gulf Squadron.

NOTE.—Commander Peirce Crosby commanded the U. S. S. *Metacomet* off Mobile, Ala.

[Telegram.]

HEADQUARTERS ENGINEER BRIGADE, March 31, 1865.

I shall be off to your headquarters in about an hour.

J. S. PALMER,
 Commodore, Commanding First Division.

Major-General CANBY.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, requesting aid in cutting off the approach to Battery Huger.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 1, 1865.

ADMIRAL: It is represented that light-draft steamboats are able to reach Battery Huger from Mobile by the routes indicated in pencil on the accompanying map. The entire course of these boats can not be followed from the signal stations, either on the right or left, but it appears to be certain that they can get into the Apalachee River without coming down the Blakely. Will you do me the favor to have them watched, and if within reach of your guns stopped?

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, promising to guard the approach to Fort Tracy.

U. S. FLAGSHIP STOCKDALE,
Off Blakely Bar, [April 1], 1865.

GENERAL: I have the honor to acknowledge the receipt of your dispatch of this day's date, accompanied by the chart representing in pencil lines a means of communication from Mobile with Fort Tracy. I will have it watched as you desire, and as the moon is on the increase, we hope to be able to see an approaching boat a long distance. It appears to me that those now in Fort Alexis and adjacent works must soon exhaust their ammunition and provisions, and if all relief is cut off from the city you must soon have them.

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

H. K. THATCHER,
Acting Rear-Admiral

Major-General E. R. S. CANBY,
Commanding Army and Division of West Mississippi.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding guns.

U. S. FLAGSHIP STOCKDALE, April 1, 1865.

In reply to your note of this day, I am sorry to say that we have no 100-pounder Parrotts with carriages, except those mounted on pivot slides on board one or two gunboats, and those on board the ironclad *Cincinnati*. There are two or three of that caliber at New Orleans, but, I believe, without carriages.

I am, very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, referring to the falling of the river and consequent grounding of vessels.

U. S. FLAGSHIP STOCKDALE,
Off Blakely Bar, March 31, 1865.

GENERAL: I have the honor to acknowledge the receipt of your dispatch of yesterday's date, and to thank you for the information contained therein. I am very happy to know that you have a prospect of capturing these forts with all their troops; consequently Mobile. Last night the river fell 3 feet 4 inches, so that at present some of the vessels inside the bar are aground and can not move. We shall do all in our power to aid you in the attack, however. It seems to me that with the opposite side weakened by sending so many of their troops over here, that a demonstration with 3,000 or 4,000 upon the city would cause its surrender, for it seems utterly impossible that such extensive works should be garrisoned. I thank you, general, for the plan of Spanish Fort and surroundings.

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

H. K. THATCHER,
Acting Rear-Admiral.

Major-General CANBY,
Commanding Army and Division of West Mississippi.

P. S.—Commodore Palmer, who now visits your headquarters, will explain our position.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. Metacomet, to drag for torpedoes inside Blakely River Bar.

U. S. FLAGSHIP STOCKDALE,
Off Mobile, April 2, 1865.

SIR: Until further orders you will send in two picket boats during the day and one during the night, to sweep and drag for torpedoes inside Blakely River Bar.

The officers of your boat will be directed to report to the senior officer inside the bar.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Commander PEIRCE CROSBY, U. S. Navy,
Commanding U. S. S. Metacomet, off Mobile, Ala.

You will also send your boarding netting to the senior officer inside the bar, which will be used to close the channel. Send also one light kedge.

E. SIMPSON, *Fleet Captain.*

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding guns for shore battery.

U. S. FLAGSHIP STOCKDALE,
Off Blakely Bar, April 4, 1865.

GENERAL: I enclose you the statement of some intelligent deserters from Tracy, who came off last evening and are now on board this tin-clad. I have sent to Pensacola to see if two 100-pounders can be had ready for use. General Totten came to see me about our three 30-pounder Parrotts, which were then being landed at your wharf, and can go forward to battery at once. I suggested to him that this battery, after being placed, should be given to navy men. If this should meet with your approbation, I have officers, surgeon, and men all detailed and ready to go at it on the shortest notice. I will communicate the arrival of the rest of my ordnance.

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

H. K. THATCHER,
Acting Rear-Admiral.

Major-General E. R. S. CANBY,
Commanding in Chief, Army of West Mississippi.

[Enclosure.]

U. S. S. OCTORARA,
Monday Evening, April 3, 1865.

MY DEAR SIMPSON: I send off three deserters and a contraband, who came from the *Winnebago*, having, they state, left Battery Tracy this afternoon and come out down the middle channel and outside of the point of Duckers' Bay. They say that there are 2,000 men in the Spanish Fort works and the same number at Blakely; that the rebels have a pathway beneath the highland below the entrance to Minette Bay that will be completed in a week, over which they pass to the marsh abreast of Battery Tracy; thence to Battery Tracy in skiffs, and across the marsh to Connor's Bayou, and so by a steamboat that meets them above the spiles and the Danube to Mobile by way of the Tensas; that no boats (steamboats) pass down the middle channel; that the rebels can get no supplies except by skiffs, as the battery on Minette Bay effectually cuts them off from the forts, and ammunition is scarce. They think they will evacuate or surrender soon if the attack is carried on vigorously. They state that it is reported that there had been a fight at Blakely and the Federals whipped; that on Battery Huger are mounted two 10-inch Brooke rifles that throw square-headed bolts that weigh 230 pounds, and three other 7-inch Brooke guns, two 8-inch columbiads, and a 10-inch mortar; on Battery Tracy, two 8-inch Brooke rifles, another 7-inch Brooke rifle, one 8-inch howitzer, and one 8-inch columbiad. The battery in Minette Bay does a great deal of execution; has disabled the 7-inch Brooke at Fort Tracy, and the traverse circle of the columbiad was injured, but is temporarily repaired. They think that they can't possibly hold out more than two days unless the blockade runners bring them ammunition, as they did night before last. They think they have ten days' rations, if not more. Not one private in twenty would fight if they could get out of

it. Guns have been mounted at Choctaw Bluff from Selma; they have no gunboats except those we know. I came off from the net-stretching to send these men to you; they are intelligent, seem well disposed, and worth questioning. I will give Mr. Camp, the signal officer, a boat to communicate with the shore, as he has failed to call attention by signal and wishes to communicate with the general.

Truly, yours,

W. W. Low.

P. S.—The passageway along the marsh can be used only at night, as it is in sight of the Minette Bay battery; though not complete, it can be used. A regiment passed over it last week and were taken on board a steamboat and then to Blakely. They know nothing of Forrest's men here. They have heard a report that General Thomas had lately had a fight with Forrest in the neighborhood of Columbus, Miss., but the report regarding the result was not reliable, as it gave the advantage to both parties. An attack was made at Blakely on the day before yesterday evening and the Federals repulsed. They don't know what guns are mounted at Blakely; but most of them do not bear upon the river.

Truly, yours,

W. W. L.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Thatcher, U. S. Navy, regarding proposed attack upon Spanish Fort.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
Near Spanish Fort, Ala., April 4, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your note of this morning and its enclosure. The information given by the deserters is confirmatory of that already received from deserters from Spanish Fort. To cut off the communication by the route described, I propose to put in Minette Bay several bateaux, and, if you can spare them, the launches asked for this morning. We shall open upon the fort and its dependencies at 5 o'clock this afternoon with all the guns we have in position, and keep up the bombardment until dark, and continue during the night at the rate of one shell in every three or four minutes. Can the *Octorara* and *Winnebago* do anything to help us by a demonstration on the front of the rebel works? Your kind offer to man the 30-pounders furnished us by a party from your squadron is very gratefully accepted. I will notify you when they will be needed.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, requesting cooperation for the capture of Batteries Huger and Tracy.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 5 [4], 1865.

ADMIRAL: I propose, as soon as our occupation of the north end of Minette Bay is secured, to organize a force for the purpose of capturing Battery Tracy or Huger, or both of them. In this we shall need the assistance of the navy, if it can be spared, in boats and in sailors to man them. I wish to send about 200 volunteers from the army, and we shall need eight or ten boats in addition to those we have, and fifty or sixty sailors to row them. Will you please advise me at your earliest convenience whether you can give us this assistance?

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, promising cooperation in an assault upon Forts Tracy and Huger.

U. S. FLAGSHIP STOCKDALE,
Off Blakely River, [April 4], 1865.

SIR: I shall be happy to aid you in any way in my power in sending you boats to land your men at Forts Tracy and Huger. To send sixty men in these boats to row them will be nearly a load for them, at least they will be nearly filled with their own crews, so that an assaulting party would find but little room in them, particularly as our vessels are all small and their boats proportionally so. I would therefore respectfully suggest that your assaulting party be drilled at the oars, and we will endeavor to furnish the eight or ten boats at night. Every boat in this little fleet has been engaged every moment in dragging for torpedoes all day and night, or in saving public property from the three wrecks. But should you propose this attack at night the boats could be better spared. Lieutenant-Commander Franklin, our late fleet captain, will command the launches intended to operate in Minette Bay. I have said nothing of my present scarcity of efficient officers to send with the assaulting boats, but presume you have sufficient who are quite able to take charge of them.

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

H. K. THATCHER,
Acting Rear-Admiral.

Major-General CANBY.

P. S.—I regret that the growing moon will disclose your approach.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Captain Eaton U. S. Army, regarding launches for howitzers.

U. S. FLAGSHIP STOCKDALE,
Off Blakely Bar, April 4, 1865.

CAPTAIN: I send you the three deserters as you desire in your dispatch of this instant. I regret to say that the light-draft vessels which we are obliged to use in this shallow [water] have no launches. From the *Richmond*, now coaling at Pensacola Bay, and the *Portsmouth*, at New Orleans, we could probably obtain two boats fitted for howitzers. Of the latter we can furnish 6-pounders and 12-pounders. I see at once the vast importance of this service, and deeply regret my inability to send them to you at once. The *Richmond* will not probably be here before Sunday or Monday. Can you send a dispatch steamer to New Orleans or Lakeport and to Pensacola for these launches? If so, I will give the order to deliver them forthwith.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

Captain S. M. EATON,
Chief Signal Officer, Military Division of West Mississippi.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, acknowledging offer of howitzer boats.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
Near Spanish Fort, Ala., April 4, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of this date by Lieutenant Lyon; also of your note to Captain Eaton. I am very much obliged for your offer of howitzer boats and send this by Captain Cook, aid-de-camp, with the request that you will be pleased to hand him the orders for the launches at Pensacola and New Orleans.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, Mobile Bay.

[Telegram.]

STARKE'S LANDING, April 4, 1865—11:30 p. m.

(Received 5th.)

Admiral Thatcher had, previous to my arrival, sent for the launches at Pensacola. I am off immediately.

M. K. COOK,
Captain and Aid-de-Camp.

Lieutenant-Colonel CHRISTENSEN,
Assistant Adjutant-General.

Letter from Brigadier-General Bailey, U. S. Army, to Major-General Canby, U. S. Army, forwarding congratulatory message on the capture of Selma, Ala.

HEADQUARTERS ENGINEER BRIGADE, *April 5, 1865.*

I am requested by the admiral to telegraph the following letter to Major-General Canby:

U. S. TINCLAD STOCKDALE—10 p. m.

GENERAL: I thank you for the information of the capture of Selma, etc. I think your work is now short and pleasant. God be praised for the intelligence. I shall also fire a salute of 100 guns on this delightful intelligence. I congratulate you and your army with all my heart. This must have been Thomas.

Very truly,

H. K. THATCHER,
Rear-Admiral.

Respectfully,

J. BAILEY,
Brigadier-General.

Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, giving information published in Mobile papers.

U. S. FLAGSHIP STOCKDALE, [*April 7, 1865.*]

This morning we have two refugees, youngsters, natives of New York. The Mobile papers of yesterday report Johnston's second defeat by Sherman, in which the latter captured 10,000 prisoners and completely dispersed the rebel army. Sherman has occupied Greensboro, and has advanced to Gaston, N. C., near the Virginia line. In Mobile there are no troops but the Pelham battalion of boys. At Hall's Mills are 5,000 cavalry. The papers say also a steamer started yesterday with four 100-pounder Parrotts for Spanish Fort; that besides the *Nashville, Huntsville, Tuscaloosa, and Morgan*, the rebels have at Blakely two rams, which were towed up there; that Thomas, at last accounts, was advancing from Selma to Montgomery and had taken it. They say that garrisons have been left in the forts on west side of the bay; that authorities seem determined to hold out at Spanish Fort to the last, and that they are driving piles at the junction of the Alabama and Spanish rivers, and that there are no forts on the marsh there; that the general opinion is that nothing can prevent Sherman's junction, at Petersburg, with Grant, and that Lee must surrender. They also say that all supplies to Spanish Fort are taken by way of Blakely, the ammunition by land, and provisions by steamboats. These refugees say that at last accounts Steele was 26 miles distant from Blakely, and that no attempt [will be made] to hold Mobile City after the fall of these Spanish forts; that very many of the Mobile inhabitants are praying for our success.

H. K. THATCHER,
Acting Rear-Admiral.

General CANBY.

Order of Major General Canby, U. S. Army, to Brigadier-General Bailey, U. S. Army, to forward request to Acting Rear-Admiral Thatcher regarding gun carriages.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 7, 1865.

Please forward the following dispatch:

ADMIRAL THATCHER: Captain Starrett, your ordnance officer, informs me that there are two, if not more, Marsilly carriages, with breechings and implements complete for 100-pounder Parrotts, at the Reading Press Naval Ordnance Depot, at New Orleans, and two at Pensacola navy yard. I respectfully request that the same may be sent for, or, in case it should not be practicable for the navy to furnish transportation, that the carriages be turned over to the respective quartermasters at New Orleans and Pensacola.

These carriages will only be used in case the platforms we are now constructing should not be found to answer. I am much obliged for your interesting dispatch about Sherman, etc.

Yours, truly,

E. R. S. CANBY,
Major-General.

C. T. CHRISTENSEN,
Assistant Adjutant-General.

Brigadier-General J. BAILEY.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, responding to request for gun carriages.

HEADQUARTERS ENGINEER BRIGADE,
April 7, 1865.

I have just received the following from the flagship:

FLAGSHIP STOCKDALE, April 7, 1865.

I shall comply with your request in giving the order for the gun carriages at New Orleans and Pensacola. I expect that I have no transportation. Will place in hands of your aide-camp the orders on the respective commanders to turn over to your quartermasters. I had just dispatched a steamer to New Orleans on service only fifteen minutes since. The two refugees tell me that several loads of wounded and dead were brought into Mobile per steamers from Spanish Fort, and that they saw them.

H. K. THATCHER,
Acting Rear-Admiral.

Lieutenant-Colonel CHRISTENSEN,
Assistant Adjutant-General.

Major-General CANBY.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Captain Emmons, U. S. Navy, for the delivery of gun carriages for use in Mobile Bay.

U. S. FLAGSHIP STOCKDALE,
Mobile Bay, April 7, 1865.

Please deliver to the United States Army quartermaster at New Orleans two or more Marsilly gun carriages, with equipments and breechings, for use in Mobile Bay, from Reading Press Naval Arsenal.

Very respectfully, your obedient servant,

H. K. THATCHER,
Rear-Admiral.

Captain GEORGE F. EMMONS,
Senior Officer, 158 Canal Street. New Orleans.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Captain Armstrong, U. S. Navy,
for delivery of gun carriages for use in Mobile Bay.

U. S. FLAGSHIP STOCKDALE,
Mobile Bay, April 7, 1865.

Please deliver to the United States quartermaster the two gun
carriages for 100-pounder Parrotts, with their equipments, now in
your hands, for use in the siege of Spanish Fort, Mobile Bay.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Captain J. F. ARMSTRONG, U. S. Navy,
Commanding Navy Yard, Pensacola.

[Telegram.]

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
[April 7, 1865.]

What is the matter on your left? Telegraph at once and keep
the operator at his post all night.

CANBY.

General F. STEELE.

[Telegram.]

HEADQUARTERS UNITED STATES FORCES,
In Front of Blakely, April [7], 1865.

I have sent an officer to see what is the matter. I will report as
soon as he returns. I think there is nothing unusual.

F. STEELE,
Major-General.

Major-General CANBY.

[Telegram.]

HEADQUARTERS OF GENERAL STEELE,
April 7, 1865.

The gunboat *Morgan* is shelling our left.

F. STEELE,
Major-General.

Lieutenant-Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General.

[Telegram.]

FLAGSHIP STOCKDALE,
April 8, 1865—8:45 p. m.

Your dispatch of the 8th, 8 p. m., just received. I congratulate you
on your success this p. m. A splendid shelling you gave them; could
not be surpassed. I am now hard at work, and have been all last
night and all day, and shall be all this night, clearing the ground for

the monitors to advance, and I will try to put them within shelling distance to-morrow. Torpedoes very numerous; 100 pounds in many of them. I shall persevere. I have 100-pounder Parrott en route from Pensacola, all fitted. Can I have it put in navy battery on its arrival?

H. K. THATCHER,
Acting Rear-Admiral.

Major-General CANBY.

[Telegram.]

Your dispatch is received. Thanks for your kind expressions and for your cordial cooperation. I shall be happy to receive the additional 100-pounder and to place it in the naval battery, as you suggest. That battery behaved admirably to-day.

E. R. S. CANBY,
Major-General.

Admiral THATCHER.

[Telegram.]

HEADQUARTERS OF GENERAL STEELE,
April 8, 1865.

Thirty-pounder put seven shots into the *Morgan*. She is going down Raft River. *Nashville* took shelter behind earthworks on the enemy's left and is now backing downstream. *Huntsville* has not moved. She and batteries on shore are shelling our siege battery.

F. STEELE,
Major-General.

Lieutenant-Colonel C. T. CHRISTENSEN.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, announcing the occupation of Spanish Fort and Fort Alexis.

APRIL 8, 1865.

I have the honor to inform you that Spanish Fort and Fort Alexis are now in our possession. Be kind enough to put your officers on their guard, that they do not fire into us in the morning.

Very respectfully,

E. R. S. CANBY,
Major-General.

Admiral THATCHER,
(Care of General Bailey).

[Telegram.]

FLAGSHIP STOCKDALE,
April 9, 1865—3 a. m.

I was already in possession of the fact that the Spanish Fort and Alexis had surrendered, but not the less obliged to you for the information, and had already given orders not to fire. We have found

twelve huge torpedoes to-night, between present monitor anchorage and the spot selected for anchorage to-morrow, one mile and a half higher up. Hope to communicate with you in the morning. So soon as you hoist our American flag on the fort we shall salute it.

I have the honor to be, very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

General CANBY.

[Telegram.]

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 9, 1865.

The American flag has been waving for more than two hours over the water battery in Spanish Fort, but I shall cause it to be hoisted at once at the highest point, viz, Fort Alexis. As soon as I know the result for certain, I will advise you. I think it is somewhere in the neighborhood of 15 to 20 guns and 1,600 to 2,000 prisoners.

E. R. S. CANBY,
Major-General.

Admiral THATCHER,
(Care of General Bailey).

Report of Brigadier-General Bailey, U. S. Army, forwarding the news of the fall of Richmond and Petersburg.

HEADQUARTERS ENGINEER BRIGADE, *April 9, 1865.*

The admiral has just sent the following dispatch, which he wishes me to telegraph to Major-General Canby:

FLAGSHIP STOCKDALE.

By a dispatch boat from New Orleans we have the news of the fall of Richmond and Petersburg on the 3d of April. Lee is retreating toward Danville, followed up by Grant.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Major-General E. R. S. CANBY.

Very respectfully,

J. BAILEY,
Brigadier-General.

Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General.

Report of Acting Master Gill, U. S. Navy, regarding the destruction of torpedoes in the channel of Blakely River.

U. S. S. METACOMET,
Mobile Bay, April 9, 1865.

SIR: I have the honor to inform you that in obedience to your orders I saw the channel of Blakely River very thoroughly swept by drag nets from the large net secured across the river down to the U. S. ironclad *Winnebago*, 20 boats forming across the channel with

a large drag net between every two boats. They swept down the channel six different times and across the stream from shore to shore two different times, and succeeded in dragging up and destroying five large torpedoes below the standing net, found 16 large torpedoes entangled in the standing net, and several torpedoes above the net, which were drifting down with the current, all of which were destroyed.

Very respectfully, your obedient servant,

CHRIS. C. GILL,

Acting Master, U. S. S. Metacomet.

Commander PEIRCE CROSBY,
Commanding U. S. S. Metacomet.

Letter from Fleet Captain Simpson, U. S. Navy, to Commander Crosby, U. S. Navy, referring to the successful efforts of the latter in the destruction of torpedoes.

U. S. FLAGSHIP STOCKDALE,

Off Mobile Bar, April 9, 1865.

DEAR CROSBY: I was just speaking to the admiral before your message arrived and was dwelling on the triumph that you had achieved with your net, taking occasion to let him know of your great efforts of the last twenty-four hours. He does not expect you or yours to work to-night, but is desirous that to-morrow you will go to work and plant the other net high enough up to enable the monitors to drive the rebels out of Tracy and Huger batteries.

I hope that your exposure may not produce serious sickness. You may rest assured that the officers who are closely regarding operations here appreciate the man on whose efforts all our successes, up to now, have rested.

Yours, truly,

E. SIMPSON.

Captain CROSBY,
Metacomet.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing the capture of Fort Alexis and Spanish Fort.

No. 53.]

U. S. FLAGSHIP STOCKDALE,

Off Blakely River, Mobile Bay, April 9, 1865.

SIR: I have the honor to inform the Department that Fort Alexis and Spanish Fort fell into our hands last night and at 1 a. m. to-day. These very strong works were heavily bombarded last evening from 5 to 7 o'clock by army and navy. Our battery on shore, under command of Lieutenant-Commander Gillis, late of the U. S. ironclad *Milwaukee*, is highly spoken of by General Canby for its efficiency in the attack. The stars and stripes are now flying over the walls of these works, which are considered the key to Mobile. Our prisoners will amount to from 1,600 to 2,000 men and 16 heavy guns. Eighteen large submerged torpedoes were taken by our boats from Apalachee or Blakely River last night in the immediate vicinity of our gunboats. These are the only enemies that we regard.

I trust at an early day to be able to inform the Department that the city of Mobile is ours. The enemy has lost heavily in killed and wounded since this attack commenced, and the interior of the forts this morning is reported to be strewn with dead and wounded.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. Metacomet, regarding convoy duty.

U. S. FLAGSHIP STOCKDALE,

Off Mobile, Ala., April 11, 1865.

SIR: A force of the army will be moved at daylight to the western shore.

The gunboats will be required as a convoy and to cover the landing. You will hold yourself in readiness to move at the time specified.

All further orders will be communicated by signal in the morning.

Very respectfully,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Commander PEIROE CROSBY,

Commanding U. S. S. Metacomet, off Mobile, Ala.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, requesting a force to man howitzer boats from Pensacola.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,

Blakely, Ala., April 11, 1865.

ADMIRAL: I have the honor to inform you that the steamer *N. P. Banks* has just arrived from Pensacola, having in tow two naval howitzer boats, with their guns, etc. General Bailey has been directed to furnish the necessary facilities for having them sent to Blakely, and I respectfully request that you will oblige me by sending forward with them the proper officers and sailors to man them. I am informed that the second naval 100-pounder Parrott has not been yet sent ashore. Will it be possible to get it landed to-day? I am anxious to get it into position.

ED. R. S. CANBY,

Major-General.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, requesting an interview.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 11, 1865.

ADMIRAL: I can not well leave the front to-day, but am anxious to see you, and have taken the liberty of asking you to come up and dine with me if you can spare the time. I will send an officer and escort to the landing to come up with you, if you decide to come. General Bailey will be directed to furnish horses for yourself and any officers you may desire to bring up with you. I have dispatches from Wilson. His captures at Selma will make about 4,000 prisoners, 100 guns, all the arsenals, workshops, etc.

ED. R. S. CANBY.

Admiral THATCHER.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, arranging for proposed interview.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 11, 1865.

I am very sorry to hear that your indisposition will prevent you from enjoying a horseback ride to Blakely, but if you are able to ride in an ambulance General Bailey will furnish you with one, and I need hardly say that I shall be delighted to see you.

Very truly,

E. R. S. CANBY,
Major-General.

Admiral THATCHER,
(Care of General Bailey).

[Telegram.]

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 11, 1865.

ADMIRAL: I wish to land a force on the west side of the bay at daylight to-morrow morning. Can I have the services of your tin-clads? The troops will be at Starke's Landing to embark at 10 o'clock. They will require some convoy in addition.

ED. R. S. CANBY,
Major-General.

Admiral THATCHER,
(Care of General Bailey).

[Telegram.]

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 11, 1865.

Battery Tracy, and probably Huger, will be attacked to-night by a boat expedition. Will you please give the necessary orders to prevent a fire upon the boats by the gunboats?

E. R. S. CANBY,
Major-General.

Admiral THATCHER,
(Care of General Bailey).

[Telegram.]

FLAGSHIP STOCKDALE,
[April 11, 1865.]

Your dispatch from the field has this day been received relative to convoy and transportation to-morrow across the bay. I shall be able to place two tinclads at your disposal, and will have them ready at daylight. I will also have substantial aid in gunboats, and will clear the woods in advance of your landing so soon as I learn your proposed point of debarkation.

H. K. THATCHER,
Acting Rear-Admiral.

General CANBY.

[Telegram.]

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
April 11, 1865.

The troops will commence embarking at 12, and I will be greatly obliged if you will have the tinclads at the wharf at that hour.

E. R. S. CANBY,
Major-General.

Admiral THATCHER,
(Care of General Bailey).

[Telegram.]

U. S. FLAGSHIP STOCKDALE,
[April 11]—10:15 p. m.

I will send the tinclads directly to the wharf.

Respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

General CANBY.

Detailed report of Acting Rear-Admiral Thatcher, U. S. Navy, of the occupation of Forts Huger and Tracy and expected evacuation of Mobile.

No. 60.]

U. S. FLAGSHIP STOCKDALE,
Off Mobile, April 12, 1865.

SIR: I have the honor to inform the Department that on Monday, the 10th instant, subsequent to the capture of Fort Alexis and Spanish Fort, detailed in my dispatch No. 53, dated April the 9th, the *Octorara*, Lieutenant-Commander W. W. Low, and the ironclads were enabled in consequence of the thorough dragging of the Blakely River through the indefatigable and intelligent exertions of Commander Peirce Crosby, of the *Metacomet*, to move up the river nearly abreast of Spanish Fort, from which point Lieutenant-Commander Low, with his rifled gun, shelled with great precision Forts Huger and Tracy, and with such effect that both these forts were evacuated on the evening of the 11th, and our forces took possession, capturing a few prisoners in the adjoining marsh. These forts I shall hold until General Canby can garrison them with his troops.

This morning I moved with the gunboats, convoying 8,000 men of General Granger's force, to the west side of Mobile Bay for the purpose of attacking Mobile.

On our arrival it was soon ascertained that the enemy had evacuated all their defenses, and retreated with their gunboats up the Alabama River. The gunboats will in a few days unquestionably be captured unless destroyed by the rebels themselves.

General Granger and myself have just sent into Mobile a formal demand to the mayor for its unconditional surrender, which will undoubtedly be accorded, as the city is now at our mercy. The navy has already hoisted the stars and stripes over the walls of Fort Pinto and Spanish River Battery.

We also have entire possession of Choctaw Point Battery and three heavy forts below it within Garrow's Bend.

I shall place a sufficient number of gunboats directly in front of the city to give efficient protection to the loyal inhabitants, of which I learn there are a great number. General Canby, with the forces under his immediate command, is at present in Blakely, though I have constant telegraphic communication with him.

I send this dispatch by Lieutenant-Commander J. H. Gillis, whose vessel, the *Milwaukee*, was, as the Department has already been informed, destroyed by a torpedo. I subsequently gave him charge of the naval battery on shore, with which he rendered very effective service in the shelling of Fort Alexis and Spanish Fort. I commend him to the attention of the Department for zeal and gallantry.

I am also much indebted to Commander Crosby, who has been untiring in freeing the Blakely River of torpedoes, having succeeded in removing over 150, a service demanding coolness, judgment, and perseverance.

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

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Signal dispatches.]

APRIL 12, 1865.

5:30 a. m.—No traces of *Morgan*. Can not see Mobile.

6:15 a. m.—No steamers observed at wharves at Mobile. Three river steamers and apparently two blockade runners have just passed up Alabama River and disappeared.

R. P. STRONG,
Signal Officer, U. S. Army.

Captain S. M. EATON.

SPANISH FORT, *April 12, 1865.*

A gunboat is coming over.

C. F. M. DENICKE,
Acting Signal Officer.

General CANBY.

From what point is the gunboat coming? Is it rebel or Federal?
By order of General Canby:G. W. LYON,
*Acting Assistant Adjutant-General.*SPANISH FORT, [*April 12*], 1865.It is one of our gunboats from our fleet near Mobile. One of our navy dispatch boats was just blown up by a torpedo off Fort Huger. The transport *Lockwood* went up to Blakely.

Respectfully,

C. F. M. DENICKE,
Acting Signal Officer.

General CANBY.

Demand for the surrender of Mobile.

HEADQUARTERS LAND AND NAVAL U. S. FORCES,
Near Mobile, Ala., April 12, 1865.

SIR: Your city is menaced by a large land and naval force. We deem it proper to demand its immediate and unconditional surrender.

Very respectfully, your obedient servants,

G. GRANGER,
Major-General, U. S. Volunteers.
H. K. THATCHER,
*Acting Rear-Admiral, U. S. Navy.*Mayor SLOUGH,
Mobile, Ala.

Surrender of Mobile by the mayor of that city.

MAYOR'S OFFICE,
City of Mobile, April 12, 1865.

GENTLEMEN: I have the honor to acknowledge the receipt of your communication at the hands of Lieutenant-Colonel R. G. Laughlin, staff of Major-General Granger, commanding Thirteenth Army Corps, and Lieutenant-Commander S. R. Franklin, U. S. Navy, staff of Admiral Thatcher, demanding the immediate and unconditional surrender of this city. The city has been evacuated by the military authorities and its municipal authority is now under my control. Your demand has been granted, and I trust, gentlemen, for the sake of humanity, all the safeguards which you can throw around our people will be secured to them.

Very respectfully, your obedient servant,

R. H. SLOUGH,
Mayor of the City of Mobile.

Major-General GORDON GRANGER,
Commanding Thirteenth Army Corps.
Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Letter from Major-General Granger, U. S. Army, to Major-General Canby, U. S. Army, announcing the surrender of Mobile.

HEADQUARTERS THIRTEENTH ARMY CORPS,
April 13, 1865.

Lieutenant-Colonel Laughlin, of my staff, and Lieutenant-Commander Franklin, of the Navy, were sent up from Catfish Landing in advance of my column by land, and received from Mayor Slough the surrender of the city. Our flag was placed over the city hall at 12:30 p. m. yesterday. I reached the city in the *General Banks* at 4 o'clock in the afternoon, crossing up the old ship channel and passing over the obstructions. The people exhibited friendly feeling. We have found in the city more than 20,000 bales of cotton, and perhaps 30,000, as information of additional quantities is being constantly received. More than 100 pieces of ordnance, not permanently injured, and immense quantities of ordnance stores of all kinds have been taken possession of. The dry dock is uninjured. Considerable supplies of quartermaster and commissary stores remain. The citizens shortly before we arrived broke into subsistence depots and appropriated largely to their own use. I have sent out two brigades to Whistler to take possession of railroad property over there, and will send another brigade to Spring Hill, and thoroughly scour the country. I would respectfully recommend that you confer with Admiral Thatcher to secure without delay the opening of the main channel to the city. From the knowledge obtained, no considerable difficulty will attend the work. My force is here without transportation or supplies, and it would be desirable to have them sent up as soon as possible. I can subsist it here, if necessary. Small forces of rebel cavalry are about the country.

G. GRANGER,
Major-General, Commanding.

Major-General E. R. S. CANBY.

[Telegram.]

CAIRO, ILL., *April 18, 1865.*

(Received 7 p. m.)

SIR: Mobile occupied by our troops on the 12th. Enemy evacuated. Have dispatches from Admiral Thatcher.

Very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant-Commander.

HON. G. WELLES.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the surrender of Mobile.

No. 61.]

U. S. FLAGSHIP STOCKDALE,
Off Mobile, April 15, 1865.

SIR: In my last dispatch of the 12th instant I had the honor to inform the Department that General Granger and myself had demanded the immediate and unconditional surrender of the city of Mobile, and that it would undoubtedly be accorded, as the city was at our mercy and we were in possession of the outside forts. The officers detailed by General Granger and myself were met by the mayor and other authorities near the entrance of the city and the demand for its surrender was there made. The parties then repaired to the city hall where the mayor addressed us the following communication:

MAYOR'S OFFICE,
City of Mobile, April 12, 1865.

GENTLEMEN: I have the honor to acknowledge the receipt of your communication at the hands of Lieutenant-Colonel R. G. Laughlin, staff of Major-General Granger, commanding Thirteenth Army Corps, and Lieutenant-Commander S. R. Franklin, U. S. Navy, staff of Admiral Thatcher, demanding the immediate and unconditional surrender of this city. The city has been evacuated by the military authorities, and its municipal authority is now within my control. Your demand has been granted, and I trust, gentlemen, for the sake of humanity, all the safeguards which you can throw around our people will be secured to them.

Very respectfully, your obedient servant,

R. H. SLOUGH,
Mayor of the City of Mobile.

Major-General GORDON GRANGER,
Commanding Thirteenth Army Corps.
Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

The flag of the United States was then hoisted on the city hall, and a portion of the troops immediately advanced to preserve order and to prevent pillage. The provost guard being established, the works around the city, which are of immense extent and strength, were then garrisoned. The navy yard has been seized in behalf of the Navy, but most of its contents had been destroyed, except some lumber and a quantity of soft coal. The *Octorara* and three river monitors are now at anchor in front of the city, having passed up the Blakely and thence down the Tensas. The former and one of the ironclads will be sent up to the Tombigbee River, where the rebel ironclad *Nashville* and gunboat *Morgan* have fled; but the *Huntsville* and *Tuscaloosa*, two powerful rams, were sunk in Spanish River before the evacuation.

Our naval forces are now busily engaged blowing up and removing the obstructions in the main ship channel, which have proved to be

very formidable and full of torpedoes, although we are removing them rapidly. I regret, in this connection, to inform the Department that the tug *Ida* has been destroyed by a torpedo whilst engaged in this work, as well as a launch of the *Cincinnati*, and that the tug *Althea* was destroyed in dragging for torpedoes in Blakely River. Also that the gunboat *Sciota* was sunk yesterday whilst underway, running across the bay in 12 feet water. There is a prospect of raising this vessel and repairing her damages.

The reports of the commanding officers of the vessels thus lost, together with lists of the killed and wounded, will be forwarded as soon as received.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

P. S.—So far as ascertained, the number of guns captured by the Army and Navy will not fall short of 400, many of them new and of the heaviest caliber. The amount of ammunition and ordnance stores is also very large.

H. K. T.,

Acting Rear-Admiral.

Congratulatory order from the Navy Department on the fall of Mobile.

GENERAL ORDERS, }
No. 11. }

The following congratulatory letter from the Navy Department, on the capture of the city of Mobile, will be read on the quarter-deck of the vessels of the West Gulf Squadron at the first general muster subsequent to its receipt.

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

NAVY DEPARTMENT, April 29, 1865.

SIR: The Department has received your several dispatches, from time to time, advising it of your operations before Mobile—the last one, dated the 15th instant, announcing the surrender on the day previous of the city to the army and naval forces, commanded, respectively, by Major-General Granger and yourself.

The Department had watched with considerable interest, but with no fear of an unsuccessful result, the combined army and navy movements against the immediate defenses of Mobile for the last few weeks, and after the capture of Fort Alexis and Spanish Fort, and the successful shelling, resulting in the evacuation of Forts Tracy and Huger, was not surprised to learn of the retreat of the insurgent force to the interior, and the abandonment of their last formidable foothold on the coast.

Although no bloody strife preceded the capture of Mobile, the result was none the less creditable. Much has been expended to render it invulnerable, and nothing but the well-conducted preparations

for its capture, which pointed to success, could have induced the rebel commander to abandon it with its formidable defenses, mounting nearly 400 guns, many of them of the newest pattern and heaviest caliber, its abundant supply of ammunition and ordnance stores, and its torpedo-planted roads and waters, without a serious conflict.

I am happy in extending to you and those under your command, and to Major-General Granger and those under his command, the congratulations of the Navy Department for this victory, which places in our possession, with but one exception, all the chief points on the Southern coast, and bids fair to be the closing naval contest of the rebellion.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, Mobile, Ala.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, acknowledging receipt of congratulations from the Department.

U. S. FLAGSHIP STOCKDALE,
Off City of Mobile, May 21, 1865.

SIR: I have the honor to acknowledge the Department's dispatch of the 29th of April, extending to me and those under my command, and to Major-General Granger and those under his command, the congratulations of the Department on the surrender of Mobile.

I have expressed to Major-General Granger the thanks of the Department, and issued a general order to the squadron, a copy of which is herewith enclosed.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Instructions from Colonel Garner, C. S. Army, chief of staff, to Captain Moore, C. S. Army, commanding special scouts.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., March 18, 1865.

CAPTAIN: The major-general commanding directs that you employ some one to go on Dauphin Island and some vessel of the fleet, to ascertain whether troops have been embarking either at Pensacola or at any point in the lower bay for Wilmington or elsewhere. You must impress upon the people of Pensacola that they must behave properly or they will be sent away.

I remain, very respectfully, your obedient servant,

GEO. G. GARNER,
Chief of Staff.

Captain FRANK MOORE,
Commanding Special Scouts, near Fowl River.

Letter from Colonel Garner, C. S. Army, to Captain Moore, C. S. Army, referring to the presence of the enemy around Blakely and Spanish Fort.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., April 2, 1865.

DEAR CAPTAIN: We have examined into the case of Ladner, and the general has consented to release him, with express injunctions if caught again communicating with the enemy he must be summarily dealt with. The copy of orders given Mr. Gallagher was shown Lieutenant Stokes, at Pascagoula, so I am informed by Mr. Violett. Mr. Gallagher had permission from General Maury to pass the Confederate lines, and Ladner was only conveying a copy to a Mr. Hodges, who has been permitted to enter our lines in order to consummate a transaction in which the Government is concerned. Mr. G. should not have made such use of his orders without first consulting General M. You acted perfectly proper in arresting Ladner and sending him to these headquarters. Gallagher says he was afraid that Hodges would not come, unless he saw he was permitted to do so by authority. Enemy is all around Blakely and Spanish Fort. Sharp work this week before us. We are confident of holding our own. The men in fine spirits. Usual skirmishing and artillery firing go on every day. But few casualties. No news from Selma.

Yours, truly,

GEO. G. GARNER.

Captain MOORE.

Letter from Brigadier-General Liddell, C. S. Army, to Commodore Farrand, C. S. Navy, requesting the presence of the C. S. S. *Morgan* at the mouth of Raft River.

HEADQUARTERS EASTERN DISTRICT OF THE GULF,
Blakely, April 2, 1865—10 a. m.

If the gunboat *Morgan* is not needed where she now is, please order her at once to lie at the mouth of Raft River, to protect our left, as the enemy are now advancing on the left, and the *Morgan* can rake the right of the enemy's line.

ST. JNO. R. LIDDELL,
Brigadier-General, Commanding.

Commodore FARRAND,
Commanding Naval Forces, Mobile.

Letter from Brigadier-General Liddell, C. S. Army, to Captain Fry, C. S. Navy, requesting the cooperation of C. S. steamers *Morgan* and *Nashville*.

HQRS. EASTERN DIVISION, DISTRICT OF THE GULF,
Blakely, April 7, 1865.

SIR: I would respectfully request that the *Nashville* or the *Morgan* will take position between Tracy and Huger and send picket boats to guard the treadway bridge across Bay Minette; also to make every effort to destroy the bridge which the enemy are using across the mouth of Bay Minette Creek. If it is possible to silence the enemy's battery on Bay Minette, I earnestly desire it may be done. Should the *Nashville* carry out the above instructions, I desire that the

Morgan should take position on my left and fire according to instructions sent Captain Bennett. This to be continued until otherwise ordered—or the object attained.

Very respectfully, your obedient servant,

ST. JNO. R. LIDDELL,
Brigadier-General.

Captain JOSEPH FRY, C. S. Navy.

Detailed report of Lieutenant Bennett, C. S. Navy, commanding C. S. S. *Nashville*, regarding operations against the enemy near Spanish Fort and at Blakely.

C. S. S. NASHVILLE,
Demopolis, Ala., April 25, 1865.

SIR: In obedience to your order of yesterday's date I have the honor to make a detailed report of the part taken by the *Nashville*, under my command, in the operations against the enemy near Spanish Fort and at Blakely. The better to understand these varied movements I will record them in the form of a diary:

The *Nashville* left her station near obstructions in Spanish River on the morning of March 27 and arrived at Blakely at 8 a. m. During the forenoon I communicated with Generals Maury and Liddell, who desired the ship placed near the bridge over Minette River [Bayou], which had been partially destroyed by our forces, and of which the enemy wished to possess themselves. The ship was moored below near Battery Tracy. No evidence of the enemy near the bridge could be seen. Spanish Fort and its intrenchments at this time were invested by the enemy. You were on board the ship when a dispatch was received about 1 p. m. from General Maury, then in Spanish Fort, asking the *Morgan* to pass obstructions at Battery Huger and shell the enemy's right. The *Morgan* was not present. An hour later another dispatch of the same tenor, but more pressing, urged the *Morgan* to go to the assistance of General Gibson's left, he being heavily pressed on that part of his line. It was doubtful whether this ship could pass the obstructions. The pilot was sent to make examination; he reported 12 feet water and width sufficient. Got underway immediately and essayed the passage. Ship grounded at the junction of the Apalachee and Blakely and remained immovable till the afternoon of the 29th, being bound on the sands by the currents of the two rivers, one acting on the bow, the other on the quarter, with great force.

March 30, at anchor between Huger and Tracy. General Liddell visited the ship and directed us where he wished our shots placed. Opened upon the enemy's right with good effect upon their line of skirmishers and sharpshooters, and also driving out twice a working party from intrenchments in course of construction on their extreme right, and distant about 3,200 yards. During the night fired an occasional shell along the investment. Boats employed at night removing wounded from Spanish Fort.

March 31, at 8 a. m., enemy's batteries of 30-pounder Parrotts opened upon us. These guns were planted near the shore of Minette Bay, about halfway between the bridge and the right of their line. These works had been observed by us as soon as the mist had permitted the view, and had been partially unmasked during the night.

As soon as observed preparation was made to shell them and the discovery immediately communicated to the commanding officer at Huger. The enemy anticipated me by about fifteen minutes, and opened a rapid and accurate fire upon this ship, in the midst of which we had to weigh our anchor, no gun bearing upon the position. By the time the anchor was up they had our range exactly. We responded with a few shots, but finding our elevation inefficient to reach, we steamed a little above Tracy and anchored beyond range. The ship was struck eight times, but without serious injury. Boats employed during the night removing wounded from Spanish Fort. The after gun carriage being disabled and a serious leak in one of the boilers, made it necessary for the ship to proceed to Mobile for repairs.

During April 1 and 2 repaired the injuries mentioned.

April 3, returned to Blakely River, communicated with General Liddell (who sent an officer on board to indicate points he wished shelled), and established a signal station below bluff to report effect of fire. Opened on enemy's right at Blakely at 1 o'clock and continued until 5 p. m. with good effect, as reported by signal and indicated by cheers from our lines. Fired during the night at intervals of an hour. Ship lying in Blakely near Raft River.

April 4, during the day and night fired occasionally into enemy's lines by request of general commanding. Signal officer not at station as arranged between the general and naval forces.

April 5, moved ship over to the point between Raft and Upper Tensas rivers, so that our guns would bear at anchor. Both in the forenoon and afternoon fired upon enemy's lines and also at a point in the woods, where we supposed they were erecting a battery. Sent General Liddell a boat for special service. Fired an occasional shot during the night.

April 6, fired a few shots at the enemy's line of sharpshooters and pickets at request of general commanding. Our ammunition nearly exhausted. Sent requisition in time for our necessities, but owing to some untoward event could not get it. Received communication from General Liddell urging me to take position on the left flank of General Gibson at once for the purpose of protecting it, and throwing out launches in direction of Bay Minette, protecting our telegraphic communication with Spanish Fort, etc. This was received after dark. I had already sent two armed boats on this service. At 11:45 p. m. I anchored the ship near Tracy.

April 7, underway at daylight and anchored off Blakely to procure ammunition. Received in the forenoon partially damaged, particularly the fuzes. Sent two largest boats at sunset to General Liddell, armed. Returned to Tracy at sunset and sent picket boat to Minette Bay. Launch returned from secret service during the night. Sent her at midnight to report to General Gibson at Spanish Fort.

April 8, underway at daylight. Proceeded to Blakely and thence to junction of Raft and Upper Tensas rivers at request of commanding general. At 7 a. m. heavy firing of artillery and small arms all along the lines at Blakely. At 8 opened upon the enemy's right, in conjunction with *Morgan* and *Huntsville*. About 2 p. m. the enemy opened upon us from batteries masked by the trees at about 1,600 yards. We could only direct our fire by their smoke. The *Morgan* was obliged soon to retire much damaged. The *Nashville* continued

the action until she had exhausted all her 12-pounder cartridges and fuzes of required length. Although not struck by a single projectile, their fire being principally directed at the *Morgan*, I deemed it prudent to retire for the purpose of procuring and arranging ammunition. We fired this day seventy 7-inch shells. Anchored at 7 o'clock off Blakely. At the request of General Maury the ship was moved after dark to Tracy and boats sent to Spanish Fort to report to General Gibson. At 9 I received a communication from Major Marks, informing me of the evacuation of Spanish Fort and asking assistance. Sent every available boat and got underway, placing the ship between Huger and Tracy to cover the troops on the treadway and in the marsh, and to offer her as a target to the enemy's batteries. Some shots were fired by them, but I believe without injury to the troops after leaving the mainland. I did not return this fire for reason that the garrison were passing between us and near the ship, and also that I feared to fire our shells over our men because of the frequent crushing of shells by the concussion of discharge. I will here remark that very many of the shells of 7-inch Brooke were broken at moment of discharge, and the fragments fell like canister or grape from 50 to 500 yards off. Many others failed to take the rifle motion and became mere tumblers, of course falling far short of the desired aim. Also many fuzes failed to burn. Hence it is not strange that I should report our firing during the whole of these operations, but particularly to-day at Blakely, much inferior to that of the enemy, the accuracy of whose projectiles, both in flight and fuze, was the admiration of all who witnessed it. The better to insure the rifle motion, I used some 14-pound charges; but I found the forward carriages would not stand it. The bushing in vent of after gun was blown out this morning whilst in action. It had been cut too short in the first instance at foundry. After some trouble I had it secured in its place, though a little below the exterior surface of the gun.

April 9, after seeing the garrison safely removed from the eastern bank of the river, which was effected before daylight, the *Nashville* was anchored off Blakely in the entrance of Tensas, where she remained during the day waiting for ammunition, as she had but few shells on board. From 5:30 to 6:30 p. m. a continuous discharge of artillery and small arms, mingled with loud cheers, was heard along the whole line of intrenchments. A few minutes before this a request from General Liddell was brought me by Lieutenant Commanding Myers that I would anchor the ship at a point in the Blakely River he indicated and open upon the enemy's right. This could not be complied with because of the current at that point and the absence of holding ground, and also for the reason that I should much endanger the men of our extreme left from the uncertainty of our shells. Whilst discussing this question with Captain Myers, who agreed with me in the impolicy of the maneuver, the assault was made. As soon as I discovered the enemy gaining upon our position, as indicated by the firing and cheering, I moved the ship close to the Blakely shore and rescued such of the garrison as were able to float themselves off. Learning from some one of the refugees that General Liddell was on the beach seeking to escape, I dispatched the gig under command of Passed Midshipman Carroll to the point indicated, but unhappily, before the boat could reach the shore the enemy's sharpshooters were at the water. It was inexpressibly painful to me to abandon the

attempt of his rescue. The boats of the squadron rescued from the water between 150 and 200 of the garrison. Afterwards we anchored at mouth of Tensas River, being unable to pass its bar at night. Received ammunition at 10 o'clock. I reported to you in person at midnight at Mobile.

April 10, at daylight moved ship to Conway's Bayou to guard rear of Batteries Tracy and Huger; communicated with Colonel Patton and stated my instructions.

April 11, received coal from transport *King*. At 3 p. m. the *Morgan* relieved us. Got underway and anchored at head of Spanish River. Received crews and material from the *Huntsville* and *Tuscaloosa*. At 11 p. m. the *Nashville* was underway, steaming up Mobile River.

During the investment of Spanish Fort and Blakely, a period of about two weeks, the officers and men of my command were much taxed in their endurance by constant labor, but which was performed with zeal and cheerfulness. Frequently under fire, their bearing was always admirable. To the executive officer, Lieutenant Harrison, and to Lieutenant Fendall, commanding marines, I am under especial obligations for their intelligent assistance and cordial cooperation.

I am, very respectfully, your obedient servant,

J. W. BENNETT,
Lieutenant, Commanding.

Flag-Officer E. FARRAND,
Commanding Naval Forces, etc.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding repairs needed for the U. S. steamers Monongahela and Bienville.

No. 14.]

U. S. FLAGSHIP RICHMOND,
Mobile Bay, Ala., March 10, 1865.

SIR: I have the honor to inform the Department that the condition of both the *Monongahela* and *Bienville* is such as to require docking for necessary repairs before they can again be rendered serviceable as blockading vessels.

Both these vessels are required on the coast of Texas to aid in blockading the numerous ports of that coast, and it is believed that they may be repaired at the North and be on their return to this station in the course of two or three weeks.

As the requisite repairs can not be made either at New Orleans or Pensacola, I am constrained to send them North for that purpose.

I enclose herewith the reports of the boards of survey ordered in their cases, respectively.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Commander Spicer, U. S. Navy, commanding U. S. S. Quaker City, regarding the capture by that vessel of the British schooner R. H. Vermilyea.

U. S. S. QUAKER CITY,
At Sea, Lat. 28° 20' N., Long. 96° 12' W., March 12, 1865.

SIR: I have the honor to address the Department, and would respectfully inform you that at noon to-day this vessel fell in with the British schooner *R. H. Vermilyea* and, under circumstances that warranted her seizure, took possession of her as prize.

Soon after this vessel was discovered she lowered all canvas with the intention, no doubt, to avoid observation, but finding that she was still pursued, made all sail again, headed in for the land, and endeavored to escape (showing no colors). After getting within range and firing ahead of her, she hove to.

The course she was steering at the time of sighting her and when trying to escape was contrary to the proper direction to Havana, to which port her papers represent her to have been bound. Her cargo is also one not likely to have been shipped to any port in Cuba, consisting of coffee, clothes, rum, tobacco, shoes, etc. In addition to this her captain has tacitly and otherwise admitted that he was endeavoring to run the blockade; that he had before been in the business; had been captured on a previous occasion (in the schooner *Lone*, of which he was captain and part owner) and at this time was bound for the first port that there might be a chance of getting into. Also that he is with the South in rebellion and would have made \$3,000 had he succeeded in running in his cargo. These and other circumstances attending the capture, which I will not further engross your time by relating, have induced me to make the seizure.

In obedience to orders I have sent this prize in to the port of New Orleans for adjudication, with the necessary documents in the case, to the proper officer there.

I herewith respectfully forward a prize list in connection with the capture.

I have the honor to be,

Very respectfully, your obedient servant,

WM. F. SPICER,
Commander, U. S. Navy.

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

Report of Major Jackson, U. S. Army, giving items of information from various sources, including a description of Confederate torpedo boats.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
OFFICE OF THE CHIEF SIGNAL OFFICER,
New Orleans, La., March 13, 1865.

COLONEL: I have the honor to submit to your consideration the following report of information received at this office this 13th day of March, 1865:

In a letter from Captain Collins, Confederate scout, to a person in this city, he states that he expects a visit about this time from one

Ike Hutchinson, from Lavaca, Tex., who has charge of the torpedoes in Red River. This, taken in connection with Mr. Hunnicutt's report of the designs of Jones (also from Lavaca), who was at Houston, Tex., January 12, to destroy the ironclad *Tennessee* and other gunboats at the mouth of Red River, leads me to believe that there is some such plan on foot, of which the commanders of gunboats should be notified. The following is a description of the torpedo boats, one of which is at Houston and four at Shreveport: The boat is 40 feet long, 48 inches deep, and 40 inches wide, built entirely of iron, and shaped similar to a steam boiler. The ends are sharp pointed. On the sides are two iron flanges (called fins), for the purpose of raising or lowering the boat in the water. The boat is propelled at the rate of 4 miles an hour by means of a crank, worked by two men. The wheel is on the propeller principle. The boat is usually worked 7 feet under water and has four dead lights for the purpose of steering or taking observations. Each boat carries two torpedoes, one at the bow, attached to a pole 20 feet long; one on the stern, fastened on a plank 10 or 12 feet long. The explosion of the missile on the bow is caused by coming in contact with the object intended to be destroyed. The one at the stern, on the plank, is intended to explode when the plank strikes the vessel. The air arrangements are so constructed as to retain sufficient air for four men at work and four idle two or three hours. The torpedoes are made of sheet iron three-sixteenths of an inch thick, and contain 40 pounds of powder. The shape is something after the pattern of a wooden churn, and about 28 inches long. Jones, the originator and constructor of these boats, also constructed the one which attempted to destroy the *New Ironsides* in Charleston, S. C. Captain Collins states that he has 30 men. A deserter who came into Vicksburg reports that he saw about 2,000 Confederates near Oak Ridge, western Louisiana, passing through the country conscripting. Another deserter, who came into Vicksburg March 6, reports Forrest near Jackson, Miss. He is reported to have four divisions of cavalry, one of which was at Jackson. There was no intention of an attack on Vicksburg. A refugee from Mobile March 2 reports eight or ten transports there capable of carrying 700 or 800 men each, besides the four English steamers. There are from 18,000 to 20,000 troops. They have supplies for six months. Many of the torpedoes are adrift in the bay. No Government property has been sent away from Mobile. A scout reports that March 4 a long train from Montgomery to Mobile passed through Pollard loaded with troops from Hood's old army, who had been to South Carolina to meet Sherman. The garrison at Pollard was about 1,000. The railroad from Pollard to Texas Landing is strongly guarded. James Postern and Mr. Ray, captured at Pollard and released in New Orleans, returned to Pollard and gave full information about all the movements of the forces at New Orleans, Mobile, and Pensacola Bay. All rivers and creeks are very high and most of the country roads impassable. At Galveston the rebels are constructing a new battery on the point of Galveston Island, opposite Pelican Spit, in a line with the obstructions. It mounts three guns taken from Fort Bankhead. Fort Magruder has two 10-inch guns and three quakers,

which the informant took to the fort himself. South Battery also has four quakers and only one rifled gun.

I have the honor to be,

Very respectfully, your obedient servant,

A. M. JACKSON,
Major, Tenth U. S. Colored Heavy Artillery
(in absence of Captain S. M. Eaton).

Lieutenant-Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General,
Military Division of West Mississippi.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding condition of vessels loaned for temporary service.

U. S. MISSISSIPPI SQUADRON,
Flagship *Black Hawk*, Mound City, March 13, 1865.

ADMIRAL: Commodore Palmer has informed me, under date of 28th ultimo, that the six vessels sent from this to the West Gulf Blockading Squadron have arrived at New Orleans, but states he questions whether any of them, except the *Osage*, will be of use, as they require a great deal of time and expense to repair them. The commanding officer of the *Naiad*, which, with the *Peri*, you have ordered to return to this squadron, also informs me that your fleet engineer said that the vessels were not sent down in good condition.

When application was made to me about February 1, at New Orleans, for these vessels, I was informed that the expedition in which they were to be engaged would be ready to move in about ten days. Dispatch was therefore necessary, and I sent boats which were selected as in the best condition for this service, without waiting to repair and strengthen them for outside service or to furnish them with fresh-water condensers, all of which I thought could be done with less delay in New Orleans, if absolutely necessary.

I supposed, however, that they could be supplied with casks or tanks, and water furnished by vessels having condensers.

None of the new gunboats recently purchased were then ready, or I would have sent them, although vessels with drilled crews that have been for some time in service would seem to be more effective.

The disposition made was the best that was practicable under the circumstances, and I regret that the vessels are considered unsuitable for the intended service.

I enclose a copy of a letter I addressed to Commodore Palmer, or yourself, on February 16, when the ironclads and gunboats were dispatched, which I presume was received by Commodore Palmer and may not have been turned over to you. The transfer of the four tinclads was only for a temporary emergency. I shall always endeavor to cooperate with you in advancing the public interests to the best of my opportunity.

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

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

List of vessels belonging to the West Gulf Squadron, March 15, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Albatross	6	Screw	Actg. Vol. Lieut. T. B. Du Bois	Mobile Bay.
Augusta Dinmore	4	Screw	Actg. Vol. Lieut. M. B. Crowell	New Orleans.
Antona	5	Screw	Actg. Vol. Lieut. J. F. Harden	Coast of Texas.
Aroostook	7	Screw	Lieut. Commander J. S. Skerrett	New Orleans.
Althea	1	Screw	Actg. Ensign F. A. G. Bacon	Pensacola Bay.
Arkansas	5	Screw	Actg. Vol. Lieut. D. Cate	New Orleans.
Arthur	6	Bark	Actg. Master J. E. Stannard	Pensacola Bay.
W. G. Anderson	8	Bark	Actg. Master H. Tibbits	Do.
Blenville	10	Paddle wheel	Commander J. R. M. Mullany	New Orleans.
Bloomer	2	Stern wheel	Actg. Master's Mate A. Whiting	East Pass.
Buckthorn	2	Screw	Actg. Vol. Lieut. W. Godfrey	Mobile Bay.
Bohio		Brig	Actg. Master W. M. Stannard	Mississippi River.
Cayuga	7	Screw	Lieut. Commander H. Wilson	Off Galveston.
Chickasaw	4	Ironclad	Lieut. Commander G. H. Perkins	Mobile Bay.
Chocura	4	Screw	Lieut. Commander R. I. Meade, jr.	New Orleans.
Cincinnati	13	Ironclad	Lieut. Commander Geo. Brown	Mobile Bay.
Cornubia	5	Paddle wheel	Actg. Vol. Lieut. John A. Johnstone	New Orleans.
Carrabasset	6	Stern wheel	Actg. Vol. Lieut. Ezra Leonard	Berwick Bay.
Cowslip	3	Paddle wheel	Actg. Master Wm. T. Bacon	Mobile Bay.
Corypheus	2	Schooner	Actg. Master and Pilot W. Stewart	Do.
Charlotte	2	Schooner	Actg. Master's Mate A. Whiting	East Pass.
Estrella	5	Paddle wheel	Actg. Master G. P. Pomeroy	New Orleans.
Elk	6	Stern wheel	Actg. Vol. Lieut. N. Kirby	Mobile Bay.
Fearnot	5	Ship	Actg. Master A. Rich, jr.	New Orleans.
Fort Gaines	4	Stern wheel	Actg. Master J. R. Hamilton	Lake Pontchartrain.
Fort Jackson	7	Paddle wheel	Captain B. F. Sands	Coast of Texas.
Genesee	8	Paddle wheel	Lieut. Commander John Irwin	Mobile Bay.
Gertrude	8	Screw	Actg. Vol. Lieut. B. C. Dean	Off Galveston.
Glide	6	Stern wheel	Actg. Master L. S. Fickett	Berwick Bay.
Glasgow	3	Paddle wheel	Actg. Master R. J. Hoffner	New Orleans.
Hollyhook	3	Paddle wheel	Pilot Ben. Tarbell	Do.
Itasca	4	Screw	Lieut. Commander N. Green	Mobile Bay.
Ida	1	Screw	Actg. Ensign F. Ellms	Do.
J. C. Kuhn	6	Bark	Actg. Master A. C. Starrett	Pensacola Bay.
J. P. Jackson	6	Paddle wheel	Lieut. Commander A. R. Yates	Mississippi Sound.
Jasmine	2	Screw	Actg. Ensign F. J. Brenton	Pensacola Bay.
Kanawha	4	Screw	Lieut. Commander B. B. Taylor	Pass Cavallo.
Katahdin	7	Screw	Lieut. Commander C. H. Greene	New Orleans.
Kickapoo	4	Ironclad	Lieut. Commander M. P. Jones	Mobile Bay.
Klineo	6	Screw	Lieut. Commander J. Watters	New Orleans.
Kennebec	5	Screw	Lieut. Commander Trevett Abbot	Coast of Texas.
Kittatinny	6	Schooner	Actg. Ensign N. J. Blasdel	Pensacola Bay.
Lackawanna	14	Screw	Captain G. F. Emmons	New Orleans.
Metacomet	10	Paddle wheel	Commander P. Crosby	Mobile Bay.
Monongahela	11	Screw	Commander J. H. Strong	New Orleans.
Milwaukee	4	Ironclad	Lieut. Commander J. H. Gillis	Mobile Bay.
Meteor	6	Stern wheel	Actg. Master M. Jordan	Do.
M. A. Wood	3	Schooner	Actg. Master John Ross	Do.
New London	5	Screw	Actg. Master Lyman Wells	New Orleans.
Nyanza	6	Stern wheel	Actg. Vol. Lieut. C. A. Boutelle	Mobile Bay.
Narcissus	1	Screw		Pensacola.
Octorara	10	Paddle wheel	Lieut. Commander W. W. Lov	Mobile Bay.
Onida	12	Screw	Commander Thos. H. Stevens	New Orleans.
Ossipee	13	Screw	Commander W. E. Le Roy	Coast of Texas.
Owasco	5	Screw	Actg. Vol. Lieut. L. W. Pennington	Do.
Osage	2	Ironclad	Lieut. Commander W. M. Gamble	Mobile Bay.
Preston	3	Screw	Actg. Vol. Lieut. J. R. Wheeler	New Orleans.
Pink	3	Screw	Actg. Master Samuel Belden	Mobile Bay.
Pembina	5	Screw	Lieut. Commander J. G. Maxwell	Coast of Texas.
Penguin	7	Screw	Actg. Vol. Lieut. J. R. Beers	Do.
Penobscot	4	Screw	Lieut. Commander A. E. K. Benham	Velasco.
Pinola	4	Screw	Lieut. Commander H. Erben	Off Galveston.
Port Royal	10	Paddle wheel	Lieut. Commander B. Gherardi	New Orleans.
Princess Royal	7	Screw	Commander M. B. Woolsey	Off Galveston.
Pocahontas	6	Screw	Actg. Master E. E. Pendleton	New Orleans.
Pampero	6	Ship	Actg. Master O. Colburn	North West Pass.
Portsmouth	18	Ship	Commander L. C. Sartori	New Orleans.
Potomac	42	Frigate	Commander Alex. Gibson	Pensacola Bay.
Quaker City	7	Paddle wheel	Commander W. F. Spicer	Coast of Texas.
Richmond	22	Screw	Captain T. P. Greene	Mobile Bay.
Rodolph	6	Stern wheel	Actg. Master N. M. Dyer	Do.

^a Repairing.

*List of vessels belonging to the West Gulf Squadron, March 15,
1865—Continued.*

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Rose.....	2	Screw.....	Actg. Ensign W. D. Maddocks...	New Orleans.
Sciota.....	4	Screw.....	Actg. Vol. Lieut. J. W. Magune...	Mobile Bay.
Sebago.....	10	Paddle wheel.	Lieut. Commander D. B. Harmony.	Do.
Selma.....	4	Paddle wheel.	Actg. Ensign L. R. Vance.....	New Orleans.
Seminole.....	9	Screw.....	Commander A. G. Clary.....	Rio Grande.
Stockdale.....	6	Stern wheel..	Actg. Vol. Lieut. Thos. Edwards.	Mobile Bay.
Sam Houston.....	1	Schooner.....	Actg. Vol. Lieut. and Pilot M. Freeman.	Do.
Tallahatchie.....	6	Stern wheel..	Actg. Master T. J. Linnekin.....	Do.
Tritonia.....	1	Paddle wheel.	Actg. Vol. Lieut. Geo. Wiggin....	Do.
Virginia.....	7	Screw.....	Actg. Vol. Lieut. C. H. Brown....	Coast of Texas.
Vincennes.....	10	Sloop.....	Actg. Vol. Lieut. Wm. M'Glouin...	Ship Island.
Winnebago.....	4	Ironclad.....	Lieut. Commander W. A. Kirkland.	Mobile Bay.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, regarding request for five mortar boats for service at New Orleans.

MOUND CITY, March 15, [1865].

GENERAL: Yours of the 4th instant is received, and I have, as therein requested, ordered five mortar boats to be sent to New Orleans. I send Acting Master McElroy with the towboats *Benefit* and *Volunteer* in charge of the boats, with instructions to turn them over to Acting Rear-Admiral Thatcher, or the senior naval officer at New Orleans, whom I have requested to deliver them to you. All the necessary equipments on hand and 1,500 empty shell go with them; there are remaining here 3,340 shell, part or all of which can be sent if necessary. Those mortar rafts are old and not in good condition. The naval station here is all under water. There are plenty more of these rafts. Do you want them?

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

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General E. R. S. CANBY,

Commanding Military Division of West Mississippi.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the dispatching of mortar boats requested by Major-General Canby.

MOUND CITY, March 15, 1865.

ADMIRAL: I send Acting Master McElroy with the towboats *Benefit* and *Volunteer* in charge of five mortar boats, to be delivered to you for General Canby, who requested me to send them to New Orleans in a communication dated 4th March. I have ordered to be selected the best of the mortar boats, and to be sent with their necessary equipments, if allowable here, and 1,500 shell, and there are

3,340 shell remaining here, part or all of which can be sent if required. I enclose a copy of my orders to Acting Master McElroy.

I have the honor to be, admiral, very respectfully,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron,

Or Senior Naval Officer, New Orleans.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master McElroy, commanding steamer Benefit, regarding the towing of mortar boats to New Orleans.

MOUND CITY, March 16, 1865.

SIR: You are hereby detached from the immediate command of the *Benefit*, her owners desiring, as the charter party allows, to supply her captain. Receive from Commodore Livingston the five XIII-inch mortar boats or rafts and ordnance supplies prepared for them. With the *Volunteer* and *Benefit*, tow these mortar rafts to New Orleans.

Upon your arrival at New Orleans, report to the senior naval officer there and turn over to him the mortars and other ordnance matter, together with the enclosed communications for Admiral Thatcher and General Canby, then return without delay to this place with the *Volunteer* and *Benefit* and assume command of the U. S. S. *Prairie Bird*. Tow the mortar rafts carefully, and should you need coal on the down trip, take advantage of the slack water in White River to go in there and get it.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master THOMAS McELROY,
Commanding Steamer Benefit.

Deliver the enclosed communication to Lieutenant-Commander Grafton, commanding third district, on your way down, and on your return take the *Ozark* in tow, with the *Volunteer* and *Benefit*, and bring her to this place for repairs. Report to Lieutenant-Commander Grafton for this service.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding a change of flagship.

NAVY DEPARTMENT, March 16, 1865.

SIR: The Department received your No. 5, asking that a steamer may be detailed as a flagship to supply the place of the *Arizona*, destroyed by fire. No more vessels can be purchased. It is thought there are vessels in your squadron that will answer the purpose, and you can select any one of them.

Very respectfully, etc.,

G. WELLES,

Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

Report of Commander Spicer, U. S. Navy, commanding U. S. S. Quaker City, regarding the capture of sloop Telemico.

U. S. S. QUAKER CITY,
Latitude 25° 59' N., Longitude 96° 52' W., March 16, 1865.

SIR: I have the honor to address the Department, and would respectfully inform you that at 4 p. m. to-day this vessel captured the sloop *Telemico*, of 14 tons burden, from Lavaca, Tex., for Matamoros, Mexico, with a cargo of 24 bales of cotton and 69 bushels of pecan nuts; also a small rebel mail.

On examination of her papers, her cargo was found to be consigned to Confederate States agents at Matamoros, and other (more than sufficient) evidence prove her to be a regular blockade runner.

This vessel being of so small a class, the probability of capturing others of more importance presenting itself, the apparent risk of disaster to her, perhaps, should she attempt the passage to New Orleans, particularly in this season of northers, and because of my being short of officers, I have concluded to take her cargo, people, and papers on board this vessel until a better opportunity offers to send them North, and to use the prize in the meantime for purposes of utility at this point.

With the trust that my course may meet the approval of the Department, I have, sir, the honor to be, very respectfully, your obedient servant,

WM. F. SPICER,
Commander, U. S. Navy.

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

Report of Commander Spicer, U. S. Navy, commanding U. S. S. Quaker City, regarding the capture of schooner George Burkhart.

U. S. S. QUAKER CITY,
Latitude 26° 12' N., Longitude 96° 49' W., March 17, 1865.

SIR: I have the honor to address the Department, and would respectfully report to you the capture by this vessel to-day of the blockade running schooner *George Burkhart*, from Lavaca, Tex., for Matamoros, Mexico, with a cargo of 76 bales of cotton (39,046 pounds) and about 4 bales loose of the same material.

This vessel (the *Burkhart*) was discovered to the S. and E. from our station off Brazos Santiago, making a course toward Matamoros, but finding us in chase bore away before the wind and endeavored to escape. Soon after this, however, she was hove to and taken possession of.

Her character, sir, is unquestionable; her people, besides, making no disguise, but confessing freely her employment in violation of the blockade. Her papers are alone sufficient to authorize the seizure.

I will not therefore trouble the Department with further details of the case, but simply state that, in obedience to established rules, I

have sent her to New Orleans for adjudication, together with papers found on board and the proper witnesses required.

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

WM. F. SPICER,
Commander, U. S. Navy.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting letters regarding permits for transportation of goods to Pensacola.

No. 25.]

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 19, 1865.

SIR: I have the honor to enclose herewith, for the action of the Department, two letters from Commander Armstrong and a copy of an order issued by Major-General Hurlbut, commanding Department of the Gulf, in relation to permitting goods to be shipped to Pensacola navy yard for the stores in Warrington and Woolsey, situated on the naval reserve, where the families of the employes of the yard, as well as refugees, reside.

A collector should be sent to Pensacola, as that place is declared an open port, to decide the question of granting or not granting permits to ship goods and provisions for the consumption of the inhabitants of Woolsey and Warrington.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

[Enclosures.]

COMMANDANT'S OFFICE,
Navy Yard, Pensacola, Fla., March 15, 1865.

ADMIRAL: I sent on the 4th of March a communication, enclosing letters of Mr. E. V. Price, Treasury agent.

I received yesterday a letter from Brigadier-General Asboth, of which enclosed is a copy.

The application for permits is made in duplicate, one filed in this office, the other, with written request on it, is given to the applicant and forwarded to headquarters at New Orleans; when approved of by the naval and military authorities, the collector issues a permit for the goods to come to this navy yard.

As they come to the yard, I am unwilling to give the order requested in General Asboth's letter without orders from you, as it establishes a precedent which Commodore Smith refused to allow. Complaints have been made of articles passing beyond the lines, and Mr. Forchimer was suspected, but no proof has been submitted against him. The goods of Mr. Forchimer, permitted to come over from New Orleans, were endorsed by Major-General Hurlbut, not to be delivered without authority from commanding general of the district,

were endorsed by General Asboth and landed at this yard. The question arises, Has the major-general the authority to say what shall be landed or what should not be landed here; although he may stop the permit at New Orleans?

Passes have been given to carry goods up the bay and even for vessels to trade outside, where the goods must pass beyond my control.

In order to prevent the abuse of the permits, I propose to issue, with your approval, the enclosed order.

I trust that a custom-house officer may be sent here, who can supervise these permits and attend to revenue duties.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commandant.

Acting Rear-Admiral HENRY K. THATCHER,
*Comdg. West Gulf Squadron, U. S. Flagship Richmond,
Mobile Bay.*

COMMANDANT'S OFFICE,
Navy Yard, Pensacola, Fla., March 17, 1865.

ADMIRAL: The permits of J. W. Loewenstein and Joseph McGinn, both storekeepers in Warrington, have been returned from New Orleans endorsed and disapproved by Major-General Hurlbut; copy enclosed.

The permits are in the same form as on all papers that have been sent from this office for goods, which have heretofore been passed.

The articles are for the use of the resident population on the naval reserve as well as the employés of this yard, so I can not certify that they are for the use of the navy and its employés exclusively.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander, Commandant.

Acting Rear-Admiral H. K. THATCHER,
*Commdg. West Gulf Squadron, U. S. Flagship Richmond,
Mobile Bay.*

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, March 13, 1865.

Such goods as are certified to by the commander of the navy yard at Warrington and the naval officer on duty at New Orleans as being for the use of the navy and its employés, will receive my permission. Unless so certified I decline to give my sanction to general trade at Warrington or any other points included in the Treasury regulations.

These facts must appear upon the certificate of the naval officers.

S. A. HURLBUT,
Major-General.

Report of Fleet Captain Simpson, U. S. Navy, announcing arrival in the Gulf.

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 19, 1865.

SIR: In obedience to the Department's order of the 8th of February, I reported for duty as fleet captain of the West Gulf Squadron on the 12th instant.

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

E. SIMPSON,
Lieutenant-Commander, Fleet Captain.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing arrival of the U. S. S. Preston.

No. 28.]

U. S. FLAGSHIP GLASGOW,
Off Mobile Bay, March 21, 1865.

SIR: I have the honor to inform the Department that the U. S. S. *Preston* reported for duty in this squadron on the 9th instant, arriving at New Orleans on that day, via Key West.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, requesting additional steam tugs.

No. 29.]

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 22, 1865.

SIR: I have the honor to request the Department to order two additional steam tugs for duty in this squadron, as the necessary repairs required from time to time by those now here often deprive the fleet of their services when most wanted.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting letter from Prussian consul in Galveston.

No. 30.]

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 22, 1865.

SIR: I have the honor to enclose herewith, for the disposal of the Department, a sealed communication received through flag of truce from the Prussian consul in Galveston to the representative of Prussia in Washington, D. C.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, requesting instructions in view of the starving condition of inhabitants of Biloxi and Mississippi City.

No. 33.]

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 23, 1865.

SIR: I enclose for the information of the Department a communication from Lieutenant-Commander A. R. Yates, commanding naval forces in Mississippi Sound, referring to the destitute condition of the inhabitants in Biloxi; also a letter from a Mr. Mix, of Mississippi City, making the same statement in reference to the people of that place.

The action of Lieutenant-Commander Yates has been approved by me, and he has been instructed to continue supplying aid to the destitute under careful restrictions, including those only who have taken the oath of allegiance.

Lieutenant-Commander Yates has also been instructed to encourage as much as possible emigration to New Orleans, at which place they would be provided for by the provost-marshal.

I will be happy to receive any instructions that the Department may see fit to issue upon this subject.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

[Enclosures.]

U. S. S. J. P. JACKSON,
Mississippi Sound, March 21, 1865.

SIR: The shipping articles returned for my signature have that of Acting Volunteer Lieutenant Pennington on them. I was not in command of the vessel during the quarter ending December 31, 1864. I found the shipping articles for that quarter on board and sent them to Acting Volunteer Lieutenant Pennington for his signature.

The applications of Mr. [William H.] Howard and Mr. [Charles C.] Wilbar for temporary detachment I have approved. These gentlemen are not desirous of joining any other vessel if this one is to participate in any active service.

The telegraph from New Orleans to Fort Gaines will be in operation to Horn Island, where a station is to be by to-morrow.

Last Friday a family of eight refugees came from East Pascagoula to this vessel. I sent them to New Orleans by the *Cowslip*.

The parties making turpentine, etc., on Horn Island are progressing finely and show no disposition to exceed or abuse the permission granted them.

I send you a petition from a Mr. Mix, of Mississippi City, in behalf of the destitute families there. I know the families along the northern shore are in a suffering condition, being cut off now from Mobile, from where they formerly obtained their provisions. I have relieved the necessities of some of the most destitute in Biloxi, but the demands are becoming so numerous and urgent that I deem it advisable to inform you of the circumstances.

There are no rebel forces along the north shore except a small picket of six men at East Pascagoula. The people are, so far as I can judge, Unionists.

I have administered the oath of allegiance to some ten at their own request; the writer of the enclosed petition has also taken the oath. The families are nearly all composed of women and children, and it is with reluctance that I am compelled to refuse their request. When I have judged it necessary to supply any family with provisions, I have latterly appointed a board of three officers to examine into their condition and report to me the result. I have expended now as many provisions as I deem it advisable I should on my own responsibility. I am a little fearful you may judge I have exceeded it. I have issued some 2 barrels of flour, 5 barrels of beef, and 6 barrels of bread, but the circumstances justified the expenditure, as the people had taken the oath and were on the point of starvation. I can not furnish them with any more without your orders. Will you be pleased to acquaint me with your wishes in regard to the matter?

I am, respectfully, your obedient servant,

A. R. YATES,

Lieutenant-Commander, Commanding J. P. Jackson.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron.

P. S.—The lumber I mentioned in my last communication has drifted ashore at West Pascagoula during the late blow. I shall endeavor to get it off at the earliest opportunity.

HONORED SIR: I trust you will excuse a stranger intruding himself to your notice, and I only plead the urgency of the demands and humanity as my apology. I am a resident of Mississippi City, on the sound. We number about sixty families. Of these about ten are self-supporting; the balance are in a starving condition. Prior to the war we were able to make a competence by making tar, turpentine, charcoal, and lumber. Since this trade has been cut off

we have subsisted by making salt, but owing to the rains during the summer and fall of this year we have not realized more than one-third the usual yield. Our soil is but a sterile sand heap, producing the scantiest of garden vegetables, and we have to rely on the back country 100 to 150 miles for corn and meat. Owing to the late rains, the whole country is overflowed beyond precedent, and a month or six weeks must elapse before the roads will be in a condition suitable for hauling; in the meantime there are fifty families, women and children, that will starve if the Government does not come to their relief. Many of them have not tasted meat for months; many more are now living on roots and fish. We have been abandoned by the Confederate Government because we are in the Federal lines. We have no circulating medium; while the Confederate troops were in our midst we were compelled to take Confederate money. We have been interdicted by the Federal authorities from selling our tar, rosin, or lumber, and in this position there is nothing but death by starvation for a large portion of us unless we get speedy relief. Under these circumstances we appeal to your humanity, and respectfully ask that you will delegate some officer to visit us, enquire into the truth of this statement, and report as speedily as possible.

I am, sir, in behalf of a starving community, your very obedient servant,

EDWIN C. MIX.

Rear-Admiral THATCHER,
Commanding U. S. Squadron, Department of the Gulf.

Order of Fleet Captain Simpson, U. S. Navy, to Commander Crosby,
U. S. Navy, in view of the presence of steamer *Heroine* at Mobile.

U. S. FLAGSHIP GLASGOW,
Off Fish River, March 24, 1865.

SIR: We are in receipt of reliable information that the blockade runner steamer *Heroine* is loaded at Mobile, and will take advantage of the first favorable opportunity to run the blockade.

Until further orders, you will occupy as your night station some position on the west side of the bay, and will exercise great vigilance in order to detect the vessel in her attempt to escape.

You will direct the *Genesee* to occupy as her night station some intermediate point near mid-channel.

Both vessels can return during the day to their present positions.
By order of admiral:

E. SIMPSON, *Fleet Captain*.

Commander P. CROSBY,
Commanding *Metacomet*.

[Telegram.]

NAVY DEPARTMENT, March 24, 1865.

Send the *Vanderbilt* directly to West Gulf with recruits, then to return directly to New York.

G. WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Report of Acting Volunteer Lieutenant Leonard, U. S. Navy, commanding U. S. S. Carrabasset, regarding operations in the vicinity of Berwick Bay.

U. S. S. CARRABASSET,
Berwick Bay, La., March 24, 1865.

SIR: I have the the honor to report that on the 21st instant I took on board 40 of the Ninety-third U. S. Colored Infantry, under command of Captain Thomas J. Whiteman, and proceeded up Grand Lake to Indian Bend, where the troops landed and crossed over to Bayou Teche, where they had a skirmish with a force of about 30 rebels across the bayou. Afterwards a party of rebels came down and fired upon this vessel, but a few shells and shrapnel soon dispersed them. I landed with a small force and captured one musket and equipments of a rebel picket and several pirogues. I took on board at this place 9 colored refugees.

On the morning of the 22d I entered Big Bayou Pigeon, where none of the naval vessels had been before, and proceeded up 5 miles, having to cut down several trees which obstructed our passage. I then went up 5 miles farther in an armed boat and found the bayou very navigable as far as I went. My object there was to capture a flatboat with 50 horses, which I learned would come down that bayou. I had sent the U. S. S. *Glide* up Little Bayou Pigeon that morning for the same purpose, but the rebels took another route with their horses and escaped both of the vessels.

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

EZRA LEONARD,
Acting Volunteer Lieutenant and Senior Officer.

Captain G. F. EMMONS,
Senior Officer, Commanding at New Orleans.

Report of Commander Spicer, U. S. Navy, commanding U. S. S. Quaker City, regarding the capture by that vessel of the steamer Cora.

U. S. S. QUAKER CITY,
Off Brazos Santiago, Tex., March 25, 1865.

ADMIRAL: I have the honor to inform you that the blockade running steamer *Cora* was captured by this vessel yesterday morning, the 24th instant, at about 7 o'clock, 13 miles E. by S. of this point. The *Cora*, a stern-wheel steamer, was from Corpus Christi, Tex., for Bagdad, Mexico, with a cargo of lumber and several passengers; her character is unquestionable. It was my intention to have sent this prize North for adjustment, as in other cases, to New Orleans at least, but finding her with insufficient fuel and otherwise unfit to make the passage, even by towing, had I the means at hand, I have anchored her inside the bar at Brazos until I learn from you what further disposition shall be made of her.

The lumber on board is greatly needed by the army at Brazos; the vessel is also considered a desirable one for that branch of the service here, and the quartermaster has expressed a wish to purchase the hull and cargo for uses in his department. I would therefore respectfully suggest that a board of survey or of adjudication may be formed at this point, should you deem it proper and possible to allow it,

that by its action the vessel may be appraised and transferred to the Army.

I would further respectfully suggest, sir, that should you be pleased to order a board to arrange this case, that the sloop *Telemico*, previously captured and duly reported to you, may be included in the proceedings; her possession is also desired by the army. Her cargo consisting of 24 bales of cotton and some sacks of pecan nuts, is still on board the *Quaker City*, waiting an opportunity for shipment North, after I shall have learned your decision with regard to her case. The prisoners from these two vessels, as well as the remaining ones from the *Burkhart*, I shall retain on board this ship until an opportunity offers to transfer them elsewhere, or until I get further instructions relative to them. I herewith respectfully forward two lists containing the names of all the people found on board the *Telemico* and the *Cora*, also the names of those remaining from the *Burkhart*.

Very respectfully,

WM. F. SPICER,
Commander, U. S. Navy.

Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding certain vessels needing repairs.

No. 35.]

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 24, 1865.

SIR: I have the honor to enclose herewith to the Department a report of the survey on the hull of the *Kineo*. I shall act in accordance with the recommendation and send her to Baltimore, as there is no dock on this station.

There are so many vessels crippled that I shall be obliged to send some of them North, and I request that they may be repaired and sent down to the squadron again as soon as possible, to make the blockade efficient.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing the arrival of U. S. S. Trefoil.

No. 36.]

U. S. FLAGSHIP GLASGOW,
Mobile Bay, March 25, 1865.

SIR: I have the honor to inform the Department that the U. S. S. *Trefoil* reported for duty in this bay on the 24th instant, Acting Master C. C. Wells, commanding.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing the arrival of the U. S. S. Grand Gulf.

No. 40.]

U. S. FLAGSHIP STOCKDALE,
Mobile Bay, March 26, 1865.

SIR: I have the honor to report to the Department that the U. S. S. *Grand Gulf* arrived in this squadron on the 26th instant, Commander John Downes, commanding.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Order of the Secretary of the Navy to Lieutenant-Commander Haxtun, U. S. Navy, commanding U. S. S. Mercedita.

NAVY DEPARTMENT, *March 27, 1865.*

SIR: Proceed with the U. S. S. *Mercedita* off Mobile and report to Acting Rear-Admiral H. K. Thatcher or the senior commanding officer present for duty in the West Gulf Squadron.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Lieutenant-Commander MILTON HAXTUN,
Commanding U. S. S. Mercedita, Baltimore.

List of vessels of West Gulf Blockading Squadron, with signal numbers.

U. S. FLAGSHIP,
Off Mobile, March 30, 1865.

SIR: You will please insert in pencil in the Boat Code Signal Book the following numbers:

19. Antona.	86. Estrella.	202. Nyanza.
20. Arkansas.	87. Elk.	203. Narcissus.
21. Augusta Dinsmore.	117. Glasgow.	212. Octorara.
22. Althea.	118. Genesee.	214. Osage.
33. Bloomer.	119. Gertrude.	238. Princess Royal.
39. Bohio.	127. Hollyhock.	239. Port Royal.
40. Buckthorn.	138. Ida.	240. Pink.
43. Chocura.	139. J. P. Jackson.	261. Rodolph.
63. Fort Gaines.	140. Jasmine.	296. Stockdale.
64. Charlotte.	154. Kittatiny.	297. Sebago.
65. Corypheus.	155. Kickapoo.	298. Selma.
66. Cowslip.	168. Lackawanna.	299. Sam Houston.
67. Carrabasset.	188. Meteor.	308. Tallahatchie.
68. Circassian.	190. M. A. Wood.	309. Tritonia.
69. Chickasaw.	191. Metacomet.	341. Winnebago.

Very respectfully,

E. SIMPSON,
Fleet Captain, for Commander in Chief.

Lieutenant-Commander G. H. PERKINS,
Commanding Chickasaw.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, for the restriction of blockade running at Galveston.

NAVY DEPARTMENT, *March 30, 1865.*

SIR: The Department would be gratified to know that by the time this communication reaches you a sufficient force shall have been stationed off Galveston to close that port to the ingress and egress of blockade runners. There has been abundant evidence that for two or three months past steamers have passed in and out frequently to and from Havana and the Mexican coast, some of them with valuable cargoes of cotton. Galveston is the only port of any consequence to the rebels left to them, and no pains should be spared to close it effectually.

The *R. R. Cuyler* is about sailing from Hampton Roads to join your squadron, and the *Mercedita* is under orders to it.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

Letter from Major-General Wallace, U. S. Army, to Captain Sands, U. S. Navy, desiring communication with Galveston.

STEAMER CLINTON,
Off Galveston, March 30, 1865.

CAPTAIN: My dispatches are ready for forwarding. As time is of importance to me, you would oblige me very much by enabling me to communicate with the city as soon as possible.

Very respectfully, your friend and servant,

LEWIS WALLACE,
Major-General, etc.

[Captain B. F. SANDS,
Commanding U. S. S. Fort Jackson.]

Letter from Major-General Hurlbut, U. S. Army, to Major-General Canby, U. S. Army, regarding general condition of affairs.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, March 30, 1865.

I forward with this letter report from A. P. H. Stuart, sent to Mobile last January. His statements are probably true in the main. He reports also to me that the following parties in Mobile may be relied on as Union people, and requests protection: Moses Foote, Frank Chamberlin and family, late of the Battle House. I am in possession of news from Shreveport which induces me to believe that, if possible, a full division, say 6,000 men, will cross the Mississippi. The lines are closed rigidly, cotton trade stopped, gunboats ordered from Shreveport to Alexandria, and every indication of a movement of troops. Heavy guns from Alexandria have been sent

to Grand Ecore, and orders given to treat all persons [trading] for cotton under Yankee permits as spies. The cargo (dry goods, etc.) of the *Anna Perette* for her return of cotton sales has been seized and the captain and supercargo placed in irons. The navy and General Herron have been fully advised of the probable movements. There appears to be a general belief everywhere that the rebellion topples toward its fall. Cotton is 47 cents in New York, gold \$1.53. Mansfield & Co. are reported to be losers to \$1,500,000. There is great anxiety here to know the probable action of General Canby as to cotton in Alabama and Georgia, and many operations are in progress based upon his supposed action. There have been persons here of high positions in Alabama professing to control large amounts in Selma and Montgomery. I have stated to one of them, Mr. Weaver, formerly secretary of the State of Alabama, that I do not believe the Government will interfere with the private property of peaceable citizens in the country. They are willing to deliver their cotton to the United States direct, to whatever officer may be designated, and to give one-fourth or more if required, the remainder to await final action in the hands of the Government. I think if an order of this nature was published the people would save their cotton from the conflagration ordered by the military authorities of the C. S. Army. If adopted by general order this system would cut off much speculation and free decent people from the plunderers. I propose, when Mobile is captured, to send over a load of provisions or two for the immediate wants of such people as may be left there, and shall take care that nothing goes except purely provisions. It will be understood distinctly by the persons who may be allowed to take them that their landing and sale is dependent entirely upon General Canby's permission, unless I should receive such permission beforehand. I conceive that it is probable that distress may occur unless some such arrangement is made.

Hoping to hear from you soon in the Gulf City, I remain, your obedient servant,

S. A. HURLBUT,
Major-General, Commanding.

Lieutenant-Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General.

List of vessels belonging to the West Gulf Squadron, April 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Albatross.....	7	Screw.....	Actg. Vol. Lieut. T. B. Du Bois...	Mobile Bay.
Althea.....	1	Screw.....	Actg. Ensign F. A. G. Bacon...	Do.
Anderson, W. G.....	8	Bark.....	Actg. Master H. Tibbits.....	Pensacola Bay.
Antona.....	5	Screw.....	Actg. Vol. Lieut. J. F. Harden...	Coast of Texas.
Arkansas.....	5	Screw.....	Actg. Vol. Lieut. D. Cate.....	New Orleans.
Aroostook.....	7	Screw.....	Lieut. Commander J. S. Skerrett.	Do.
Arthur.....	6	Bark.....	Actg. Master J. E. Stannard.....	Pensacola Bay.
Bienville.....	10	Paddle wheel.	Commander J. R. M. Mullany...	New Orleans.
Bloomer.....	2	Stern wheel...	Actg. Master's Mate A. Whiting.	East Pass.
Bohlo.....	.....	Brig.....	Actg. Master Wm. M. Stannard..	Mississippi Sound.
Buckthorn.....	2	Screw.....	Actg. Master E. A. Terrell.....	Mobile Bay.
Carrabassat.....	6	Stern wheel...	Actg. Vol. Lieut. Ezra Leonard...	Berwick Bay.
Cayuga.....	7	Stern wheel...	Lieut. Commander H. Wilson...	Coast of Texas.
Charlotte.....	2	Schooner.....	Actg. Master's Mate A. Whiting.	East Pass.
Chickasaw.....	4	Ironclad.....	Lieut. Commander G. H. Perkins	Mobile Bay.
Chocura.....	4	Screw.....	Lieut. Commander R. Meade, Jr..	New Orleans.

List of vessels belonging to the West Gulf Squadron, April 1, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Cincinnati.....	11	Ironclad.....	Lieut. Commander Geo. Brown..	Mobile Bay.
Cornubia.....	5	Paddle wheel.	Actg. Vol. Lieut. J. A. Johnstone	Coast of Texas.
Corypheus.....	2	Schooner.....	Actg. Master and Pilot W. Stewart.	Mobile Bay.
Cowslip.....	3	Paddle wheel.	Actg. Master W. T. Bacon.....	Do.
Dinsmore, A.....	4	Screw.....	Actg. Vol. Lieut. M. B. Crowell..	New Orleans.
Elk.....	6	Stern wheel..	Actg. Vol. Lieut. N. Kirby.....	Mobile Bay.
Estrella.....	5	Paddle wheel.	Actg. Master G. P. Pomeroy.....	New Orleans.
Fearnot.....	5	Ship.....	Actg. Master A. Rich, jr.....	Do.
Fort Gaines.....	4	Stern wheel..	Actg. Master John R. Hamilton.	Lake Pontchartrain.
Fort Jackson.....	7	Side-wheel..	Captain B. F. Sands.....	Off Galveston.
Genesee.....	8	Side-wheel..	Lieut. Commander John Irwin..	Mobile Bay.
Gertrude.....	8	Screw.....	Actg. Vol. Lieut. B. C. Dean.....	Coast of Texas.
Glasgow.....	2	Paddle wheel.	Actg. Master E. Kemble.....	Mobile Bay.
Glide.....	6	Stern wheel..	Actg. Master L. S. Fickett.....	Berwick Bay.
Grand Gulf.....	11	Screw.....	Commander John Downes.....	Coast of Texas.
Hollyhook.....	3	Paddle wheel.	Pilot Benj. Tarbell.....	Mississippi River.
Sam Houston.....	1	Schooner.....	Actg. Vol. Lieut. and Pilot M. Freeman.	Mobile Bay.
Ida.....	1	Screw.....	Actg. Ensign Franklin Ellms...	Do.
Itasca.....	4	Screw.....	Lieut. Commander N. Green.....	Do.
J. C. Kuhn.....	6	Bark.....	Actg. Ensign S. H. Newman.....	Pensacola Bay.
J. P. Jackson.....	6	Paddle wheel.	Lieut. Commander A. R. Yates..	Mississippi Sound.
Jasmine.....	2	Screw.....	Actg. Ensign F. J. Brenton.....	Pensacola Bay.
Kanawha.....	4	Screw.....	Lieut. Commander B. B. Taylor.	Coast of Texas.
Katahdin.....	7	Screw.....	Lieut. Commander C. H. Greene.	New Orleans.
Kennebec.....	5	Screw.....	Lieut. Commander Trevett Abbot.	Coast of Texas.
Kickapoo.....	4	Ironclad.....	Lieut. Commander M. P. Jones..	Mobile Bay.
Kineo.....	6	Screw.....	Lieut. Commander John Watters	New Orleans.
Kittatinny.....	6	Schooner.....	Actg. Ensign N. J. Blasdell.....	Mobile Bay.
Lackawanna.....	14	Screw.....	Captain G. F. Emmons.....	New Orleans.
Metacomet.....	10	Paddle wheel.	Commander Peirce Crosby.....	Mobile Bay.
Meteor.....	6	Stern wheel..	Act. Master M. Jordan.....	Do.
Milwaukee.....	4	Ironclad.....	Lieut. Commander J. H. Gillis..	Do.
Narcissus.....	1	Screw.....	Repairing.....	Pensacola Bay.
New London.....	5	Screw.....	Actg. Vol. Lieut. Wash Godfrey.	Mobile Bay.
Nyanza.....	6	Stern wheel..	Actg. Vol. Lieut. C. A. Boutelle.	Do.
Octorara.....	10	Paddle wheel.	Lieut. Commander W. W. Low..	Do.
Oneida.....	12	Screw.....	Commander T. H. Stevens.....	Coast of Texas.
Osage.....	2	Ironclad.....	Lieut. Commander W. M. Gamble	Mobile Bay.
Ossipee.....	13	Screw.....	Commander Wm. E. LeRoy.....	New Orleans.
Owasco.....	5	Screw.....	Actg. Vol. Lieut. Commander Pennington.	Coast of Texas.
Pampero.....	6	Ship.....	Actg. Master O. Colburn.....	South West Pass.
Pembla.....	5	Screw.....	Lieut. Commander J. G. Maxwell	New Orleans.
Penguin.....	7	Screw.....	Actg. Vol. Lieut. J. R. Beers...	Coast of Texas.
Penobscot.....	4	Screw.....	Lieut. Commander A. E. K. Benham.	Do.
Pink.....	3	Screw.....	Actg. Master Sam. Belden.....	Mobile Bay.
Pinola.....	4	Screw.....	Lieut. Commander Henry Erben	Coast of Texas.
Port Royal.....	10	Paddle wheel.	Lieut. Commander B. Gherardi..	New Orleans.
Pocahontas.....	6	Screw.....	Actg. Master E. E. Pendleton...	Do.
Portsmouth.....	18	Ship.....	Actg. Vol. Lieut. Felix McCurley.	Do.
Potomac.....	42	Ship.....	Commander Alex Gibson.....	Pensacola Bay.
Preston.....	3	Screw.....	Actg. Vol. Lieut. J. R. Wheeler..	Coast of Texas.
Princess Royal.....	7	Screw.....	Commander M. B. Woolsey.....	Do.
Quaker City.....	7	Paddle wheel.	Commander W. F. Spicer.....	Do.
Richmond.....	22	Screw.....	Captain T. P. Greene.....	Mobile Bay.
Rodolph.....	6	Stern wheel..	Actg. Master N. M. Dyer.....	Do.
Rose.....	2	Screw.....	Actg. Ensign W. D. Maddocks...	New Orleans.
Sciota.....	4	Screw.....	Actg. Vol. Lieut. J. W. Magune..	Mobile Bay.
Sebago.....	10	Paddle wheel.	Lieut. Commander D. B. Harmony.	Pensacola Bay.
Selma.....	4	Paddle wheel.	Actg. Master H. M. Pierce.....	New Orleans.
Seminole.....	9	Screw.....	Commander A. G. Clary.....	Rio Grande.
Stockdale.....	6	Stern wheel..	Actg. Vol. Lieut. Thos. Edwards.	Mobile Bay.
Tallahatchie.....	6	Stern wheel..	Actg. Master T. J. Linnekin....	Do.
Trefoil.....	3	Screw.....	Actg. Master C. C. Wells.....	Do.
Tritonia.....	3	Paddle wheel.	Actg. Vol. Lieut. Geo. Wiggins..	Do.
Vincennes.....	10	Ship.....	Actg. Vol. Lieut. Wm. M'Gloin..	Ship Island.
Virginia.....	7	Screw.....	Actg. Vol. Lieut. C. H. Brown...	Coast of Texas.
Winnebago.....	4	Ironclad.....	Lieut. Commander W. A. Kirkland.	Mobile Bay.
Wood, M. A.....	3	Schooner.....	Actg. Master A. C. Starrett.....	Do.

[Telegram.]

NAVY DEPARTMENT, *April 6, 1865.*The *Cuyler* will proceed immediately to her station, the West Gulf.

G. WELLES,

Secretary of the Navy.

Commander C. H. B. CALDWELL,

Commanding U. S. S. R. R. Cuyler, Hampton Roads, Va.

Letter from the Secretary of the Navy to the Secretary of the Treasury, regarding the necessity of having a collector of customs at Pensacola.

NAVY DEPARTMENT, *April 6, 1865.*

SIR: I have the honor to submit herewith a dispatch,* No. 25, dated the 19th ultimo, received from Acting Rear-Admiral H. K. Thatcher, commanding the West Gulf Blockading Squadron, together with its several enclosures, relative to permits to land goods at Pensacola and to the necessity of having a collector there. Please return the dispatch and its accompaniments after finishing with them.

Very respectfully, etc.,

G. WELLES,

Secretary of the Navy.

Hon. HUGH McCULLOCH,

Secretary of the Treasury.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, for the firing of salutes in honor of the fall of Selma, Ala., and defeat of General Johnston, C. S. Army.

U. S. FLAGSHIP STOCKDALE,

Off Mobile, April 6, 1865.

The commander in chief has the pleasure of announcing to the squadron present before Mobile the fall of Selma and defeat of General J. E. Johnston in North Carolina.

In honor of these victories over the enemy a salute of 100 guns (unshotted) will be fired at noon this day.

The salute will be fired in the following order:

Name of vessel.	Guns.	Name of vessel.	Guns.
Kickapoo.....	4	Metacomet.....	8
Winnebago.....	4	Itasca.....	5
Chickasaw.....	4	Sciota.....	3
Octorara.....	6	Elk.....	6
Meteor.....	6	Nyanza.....	6
Stockdale.....	6	Tallahatchie.....	6
Glasgow.....	3		

When the last-named vessel has completed her fire, the *Kickapoo* will recommence and the same number of fires will be repeated, in order, by the vessels as far down the list as to include the *Glasgow*.

*See p. 110.

The time for the *Kickapoo* to resume her fire will be marked on board the flagship by hoisting the distinguishing pennant of that vessel.

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Report of Commodore Palmer, U. S. Navy, referring to deficiencies of men in the West Gulf Squadron.

U. S. S. GLASGOW,
Off Mobile, Ala., April 8, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of the 28th ultimo, wherein I am informed that Acting Rear-Admiral Thatcher reported to the Department the deficiencies of the men in this squadron on the 1st of this month to be 1,881, and the Department wishes to know why I (who must have been aware of this deficiency) did not report the fact to the Department or to the appropriate bureau.

In reply I enclose copies of two letters addressed to the Chief of Bureau of Equipment on this subject. Admiral Farragut, when he returned home, knew how deficient we were, and I thought would have made our wants known. I had only to conclude that the Government was embarrassed for men, and as I did not care for vessels undergoing long repairs at New Orleans having their complements filled (as a great number would be lost by desertion), I did not again press my necessities, as I was in constant expectations of men arriving.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding First District, West Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting information obtained from deserters regarding the defenses of Galveston.

No. 54.]

FLAGSHIP STOCKDALE,
Off Blakely River, Mobile Bay, April 10, 1865.

SIR: I have the honor to forward for the information of the Department the substance of intelligence derived from deserters picked up by a boat of the *Cayuga* on the 24th ultimo off the coast of Texas.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

[Enclosure.]

U. S. S. CAYUGA,
Off Galveston, Tex., March 27, 1865.

SIR: The following is about the substance of the information obtained from the seven men picked up by this vessel on the 24th instant:

They are from Colonel [Joseph J.] Cook's heavy artillery regiment, stationed at Virginia Point. They enlisted for one year; most of them have served four years. They were refused their discharge and deserted in a small boat on the night of the 22d instant, coming out of San Luis Pass. There are 7 regiments on Galveston Island, numbering in all about 3,500 men. In addition to these there are 2 companies of artillery stationed at Virginia Point, numbering about 100 men. At South Battery there are 2 guns, 1 30-pounder Parrott and 1 10-inch columbiad. Three wooden quakers are mounted on this fort. At Fort Magruder 5 guns, 1 64-pounder, rifled, 1 10-inch columbiad, and 3 32-pounders. At Bolivar Point 5 guns, 2 9-inch and 3 32-pounders, from the *Harriet Lane*. On Virginia Point 5 guns, 2 9-inch and 3 32-pounders. On Pelican Spit, 5 guns, 1 10-inch columbiad and 4 32-pounders; guns formerly belonging to the *Westfield*. On the bayou that runs along the railroad, commencing south of the bridge near Eagle Grove and running across the island toward the city, they have small fortifications with 4 or 5 32-pounders mounted on them. They think that the number of guns at Galveston has not been diminished, but they have frequently changed their position. All the guns have been newly mounted, the carriages manufactured at the general ordnance depot at Houston. They know nothing definite about the torpedo boats, but have heard that such boats were being built on the San Jacinto River, at Lynchburg. One of the men saw what was shown to him as a torpedo boat lying in the main channel at Galveston. It was shaped like a box, with square corners, and was quite low in the water. He could not tell whether she was plated or not, and did not seem positive that it was a torpedo boat. They have endeavored to remove the torpedoes in the main channel, but have been unable to find all of them. From fear of them blockade runners are obliged to go around Pelican Spit to reach the wharf. Blockade runners furnish plenty of iron. They recovered the most of the machinery from the *Acadia* and the *Will-o'-the-wisp*. They have made three guns out of the shaft of the steamer *Westfield*. There are now three blockade running steamers inside, also one schooner loaded with cotton. It is proposed to establish a line between the Suwanee River, Florida, and Havana. The *Francis*, that ran out from here a short time ago, was to make a trip there after discharging her cargo at Havana. They have no steamers at Galveston fit for rams, the *Bayou City* and others having been made passenger boats of. There are no troops at Houston but the State militia. Troops have been ordered by General Kirby Smith to cross

the Mississippi River, but they refused to go out of Texas or western Louisiana.

These men are all Germans and aliens.

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

HENRY WILSON,
Lieutenant-Commander.

Captain BENJAMIN F. SANDS,
*Commanding Second Division West Gulf Squadron,
off Galveston, Tex.*

By the President of the United States of America—a proclamation.

Whereas for some time past vessels of war of the United States have been refused in certain foreign ports privileges and immunities to which they were entitled by treaty, public law, or the comity of nations, at the same time that vessels of war of the country wherein the said privileges and immunities have been withheld have enjoyed them fully and uninterruptedly in ports of the United States; which condition of things has not always been forcibly resisted by the United States, although, on the other hand, they have not at any time failed to protest against and declare their dissatisfaction with the same. In the view of the United States no condition any longer exists which can be claimed to justify the denial to them by any one of such nations of customary naval rights, as has heretofore been so unnecessarily persisted in:

Now, therefore, I, Abraham Lincoln, President of the United States, do hereby make known that if, after a reasonable time shall have elapsed for intelligence of this proclamation to have reached any foreign country in whose ports the said privileges and immunities shall have been refused as aforesaid, they shall continue to be so refused, then and henceforth the same privileges and immunities shall be refused to the vessels of war of that country in the ports of the United States, and this refusal shall continue until war vessels of the United States shall have been placed upon an entire equality in the foreign ports aforesaid with similar vessels of other countries. The United States, whatever claim or pretense may have existed heretofore, are now, at least, entitled to claim and concede an entire and friendly equality of rights and hospitalities with all maritime nations.

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

Done at the city of Washington this eleventh day of April, in the year of our Lord one thousand eight hundred and sixty-five, and of the independence of the United States of America the eighty-ninth.

ABRAHAM LINCOLN.

By the President:

WILLIAM H. SEWARD,
Secretary of State.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting a request for light-draft vessels to insure efficiency on the Galveston blockade.

No. 55.]

U. S. FLAGSHIP STOCKDALE,
Off Blakely River, Mobile Bay, April 11, 1865.

SIR: I have the honor to forward herewith a copy of a communication from Captain B. F. Sands, commanding Third Division, off the coast of Texas, showing the condition of the vessels engaged in blockading duty there and the urgent necessity for fast steamers of light draft.

May I ask the Department's attention to this matter as many of our vessels are now unfit to cruise without docking and others require complete repairs?

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

[Enclosure.]

U. S. S. FORT JACKSON,
Off Galveston, Tex., April 2, 1865.

ADMIRAL: A month's experience on the blockade has shown me the necessity of having light-draft and fast vessels to make it all efficient. Even in broad daylight a runner, hard pressed, chased from seaward by the *Preston*, made for the land to the eastward and ran the gantlet of five vessels sent to head her off, which could not get near enough for accurate firing on account of their draft of water, and succeeded in getting into port, not, however, without receiving considerable damage from some of the many shots fired, the shot holes plainly visible in her side. This vessel which I command, though fast, is of too much draft of water for active service as a blockader near the bar. The gunboats, viz, *Kennebec, Pinola, Owasco, Penobscot, Kanawha,* and *Cayuga*, are all so crippled as to be unable to do much [more] than move about; the first four stationed at the several passes. The iron vessels *Princess Royal, Antona, Virginia,* and *Gertrude* are so foul as to make them little better than 6 or 7 knot vessels; and I have often had the mortification of seeing vessels safely anchored inside the harbor that we could not catch, even if we had seen them going in, for want of efficient vessels for the purpose. Two or three small vessels of the *Wilderness* and *Eolus* class, drawing 6 or 7 feet of water, and fast, as I have previously suggested, would do good service at the bar and alongshore east and west, and render it more dangerous at least to violate the blockade.

The gunboats should be sent North for thorough repair, or they will before long have to be towed there; they could scarcely, in their present condition, make the winter passage on our eastern coast.

Very respectfully, your obedient servant,

B. F. SANDS,
Captain, U. S. Navy, Comdg. Second Division West Gulf Squadron.

Acting Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Squadron, Headquarters, New Orleans.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, requesting cooperation of the Navy in Alabama.

HDQRS. ARMY AND DIVISION OF WEST MISSISSIPPI,
April 12, 1865.

Smith's corps starts to-morrow for Montgomery by land. Steele will start in two or three days for the same point by water. Granger, with his corps, will operate on the west. I propose to establish a strong work at or near the mouth of the Tombigbee, to prevent the rebel gunboats from interfering with our operations on the Alabama. We shall need your assistance in these operations. Will you do me the favor to advise me how soon and to what extent you can aid us, as Steele's movements will of course be contingent upon your movements. I shall go over to Mobile to-morrow, and shall be very happy to have you accompany me, if it is convenient for you to do so. I will remain at Blakely until after Smith's corps gets underway. A salute of 100 guns, in honor of the victories in Virginia and our successes here, will be fired to-morrow at Spanish Fort, Blakely, and Mobile, at 8 a. m.

Very truly and respectfully,

E. R. S. CANBY,
Major-General, Commanding.

Admiral THATCHER,
Commanding West Gulf Squadron.

[Telegram.]

U. S. FLAGSHIP STOCKDALE, April 13, 1865.

They have blown up a tug operating in the Apalachee. Command me always.

H. K. THATCHER,
Acting Rear-Admiral.

General CANBY.

Letter of acknowledgment from Major-General Canby, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, in the matter of mortar boats.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., April 14, 1865.

SIR: In the absence of Major-General Canby, I have the honor to acknowledge the receipt of your letter of March 15, relating to the five mortar boats, and to express to you the general's thanks for your very prompt response to his request for the same.

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

C. H. DYER,
Captain and Assistant Adjutant-General.

Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Mound City, Ill.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting tabular statement regarding the vessels of the West Gulf Squadron.

No. 63.]

U. S. FLAGSHIP STOCKDALE,
Off Mobile, April 15, 1865.

SIR: I have the honor to enclose to the Department, in tabular form, the names, number of guns, class, commanding officers, and the stations of the vessels of the West Gulf Squadron on the 15th instant.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

[Enclosure.]

Vessels of the West Gulf Squadron, April 15, 1865.

Names.	Guns.	Class.	Commanding officer.	Present duty or station.
Albatross.....	7	Screw.....	Actg. Vol. Lieut. Commander T. B. Du Bois.	Mobile Bay.
Althea.....	1	do.....	Actg. Ensign F. A. G. Bacon....	Mobile Bay; sunk in Blakely River by a torpedo.
W. G. Anderson....	8	Bark.....	Actg. Master H. Tibbits.....	Mobile Bay.
Antona.....	5	Screw.....	Actg. Vol. Lieut. J. F. Harden...	Coast of Texas.
Arkansas.....	5	do.....	Actg. Vol. Lieut. David Cate....	New Orleans.
Aroostook.....	7	do.....	Lieut. Commander J. S. Skerrett.	Do.
Arthur.....	6	Bark.....	Actg. Master J. E. Stannard....	Pensacola Bay.
Bienville.....	10	Paddle wheel.	Commander J. R. M. Mullany...	Gone north.
Bloomer.....	2	Stern wheel...	Actg. Master's Mate A. Whiting.	East Pass.
Bohlo.....	1	Brig.....	Actg. Master Wm. M. Stannard.	Pensacola Bay.
Buckthorn.....	2	Screw.....	Actg. Master E. A. Terrell.....	Mobile Bay.
Carrabassett.....	6	Stern wheel...	Actg. Vol. Lieut. Ezra Leonard..	Berwick Bay.
Cayuga.....	7	do.....	Lieut. Commander H. Wilson...	Coast of Texas.
Charlotte.....	2	Schooner....	Actg. Master's Mate A. Whiting.	East Pass.
Chickasaw.....	4	Ironclad....	Lieut. Commander G. H. Perkins.	Off Mobile city.
Chocura.....	4	Screw.....	Lieut. Commander R. Meade, jr..	New Orleans.
Cincinnati.....	11	Ironclad....	Lieut. Commander Geo. Brown..	Mobile Bay.
Cornubia.....	5	Paddle wheel.	Actg. Vol. Lieut. J. A. Johnstone	Coast of Texas.
Corypheus.....	4	Schooner....	Actg. Master and Pilot Wm. Stewart.	Mobile Bay.
Cowslip.....	3	Paddle wheel.	Actg. Master W. T. Bacon.....	Do.
A. Dinsmore.....	4	Screw.....	Actg. Vol. Lieut. M. B. Crowell..	Supply vessel between New Orleans and Texas.
Elk.....	6	Stern wheel...	Actg. Vol. Lieut. N. Kirby.....	Mobile Bay.
Estrella.....	5	Paddle wheel.	Actg. Master G. P. Pomeroy....	New Orleans.
Fearnot.....	5	Ship.....	Actg. Master Abraham Rich....	Do.
Fort Gaines.....	5	Stern wheel...	Actg. Master John R. Hamilton..	Lake Pontchartrain.
Fort Jackson.....	7	Side-wheel...	Captain B. F. Sands.....	Off Galveston, Tex.
Genesee.....	8	do.....	Lieut. Commander John Irwin..	Mobile Bay.
Gertrude.....	8	Screw.....	Actg. Vol. Lieut. B. C. Dean....	Coast of Texas.
Glasgow.....	2	Paddle wheel.	Actg. Master E. Kemble.....	Mobile Bay.
Glide.....	6	Stern wheel...	Actg. Master L. S. Fickett....	Berwick Bay.
Grand Gulf.....	11	Screw.....	Commander John Downes.....	Coast of Texas.
Hollyhock.....	3	Paddle wheel.	Pilot Benj. Tarbell.....	Mississippi River.
Sam Houston.....	1	Schooner....	Actg. Vol. Lieut. and Pilot M. Freeman.	Mobile Bay.
Ida.....	1	Screw.....	Actg. Ensign F. Ellms.....	Sunk by a torpedo, Mobile Bay.
J. P. Jackson.....	6	Paddle wheel.	Lieut. Commander A. R. Yates..	Mississippi Sound.
Jasmine.....	2	Screw.....	Actg. Ensign F. J. Brenton....	Pensacola Bay.
Kanawha.....	4	do.....	Lieut. Commander B. B. Taylor.	Coast of Texas.
Katahdin.....	7	do.....	Lieut. Commander C. H. Greene.	New Orleans.
Kennebec.....	5	Screw.....	Lieut. Commander T. Abbot....	Coast of Texas.
Kickapoo.....	4	Ironclad....	Lieut. Commander M. P. Jones..	Off Mobile city.
Kineo.....	6	Screw.....	Lieut. Commander John Watters	Gone north.
Kittatinny.....	6	Schooner....	Actg. Ensign N. J. Blasdel....	Mobile Bay.
J. C. Kuhn.....	6	Bark.....	Actg. Master's Mate G. F. Wilkins.	Pensacola Bay.
Lackawanna.....	14	Screw.....	Captain Geo. F. Emmons.....	New Orleans.
Metacomet.....	10	Paddle wheel.	Commander P. Crosby.....	Mobile Bay.
Meteor.....	6	Stern wheel...	Actg. Master M. Jordan.....	Do.

Vessels of the West Gulf Squadron, April 15, 1865—Continued.

Names.	Guns.	Class.	Commanding officer.	Present duty or station.
Milwaukee.....	4	Ironclad.....	Lieut. Commander J. H. Gillis...	Destroyed by a torpedo in Blakely River.
Narcissus.....	1	Screw.....	Repairing.....	Pensacola Bay.
New London.....	5	do.....	Actg. Vol. Lieut. Washington Godfrey.	Mobile Bay.
Nyanza.....	6	Stern wheel..	Actg. Vol. Lieut. C. A. Boutelle..	Do.
Octorara.....	10	Paddle wheel.	Lieut. Commander W. W. Low..	Off Mobile city.
Onelda.....	12	Screw.....	Commander T. H. Stevens.....	Coast of Texas.
Osage.....	2	Ironclad.....	Lieut. Commander W. M. Gamble.	Sunk by a torpedo in Blakely River.
Ossipee.....	13	Screw.....	Commander Wm. E. Le Roy...	New Orleans.
Owasco.....	5	do.....	Actg. Vol. Lieut. L. W. Pennington.	Coast of Texas.
Pampero.....	6	Ship.....	Actg. Master Oliver Colburn....	South West Pass.
Pembina.....	5	Screw.....	Lieut. Commander J. G. Maxwell	New Orleans.
Penguin.....	7	do.....	Actg. Vol. Lieut. Jas. R. Beers...	Coast of Texas.
Pink.....	3	do.....	Actg. Master Saml. Belden.....	Mobile Bay.
Pinola.....	4	do.....	Lieut. Commander Henry Erben	Coast of Texas.
Pocahontas.....	6	do.....	Actg. Master E. E. Pendleton...	New Orleans.
Port Royal.....	10	Paddle wheel.	Lieut. Commander B. Gherardi..	Do.
Portsmouth.....	18	Ship.....	Commander L. C. Sartori.....	Do.
Potomac.....	42	do.....	Commander A. Gibson.....	Pensacola Bay.
Preston.....	3	do.....	Actg. Vol. Lieut. J. R. Wheeler..	Coast of Texas.
Princess Royal.....	7	Screw.....	Commander M. B. Woolsey.....	Do.
Quaker City.....	7	Paddle wheel.	Commander W. F. Spicer.....	Do.
Richmond.....	22	Screw.....	Captain Theo. P. Greene.....	Mobile Bay.
Rodolph.....	6	Stern wheel..	Actg. Master N. M. Dyer.....	Sunk by a torpedo in Blakely River.
Rose.....	2	Screw.....	Actg. Ensign W. D. Maddocks...	New Orleans.
Sciota.....	4	do.....	Actg. Vol. Lieut. J. W. Magune..	Sunk by a torpedo.
Sebago.....	10	Paddle wheel.	Lieut. Commander D. B. Harmony.	Off Mobile.
Selma.....	4	do.....	Actg. Vol. Lieut. Felix McCurley.	New Orleans.
Seminole.....	9	Screw.....	Commander A. G. Clary.....	Rio Grande.
Stockdale.....	6	Stern wheel..	Actg. Vol. Lieut. Thos. Edwards	Mobile Bay.
Tallahatchie.....	6	do.....	Actg. Master T. J. Linnekin.....	Do.
Trefoil.....	3	Screw.....	Actg. Master C. C. Wells.....	Do.
Tritonia.....	3	Paddle wheel.	Actg. Vol. Lieut. Geo. Wiggin...	Do.
Vincennes.....	10	Ship.....	Actg. Vol. Lieut. Wm. M'Gloin..	Ship Island.
Virginia.....	7	Screw.....	Actg. Vol. Lieut. C. H. Brown...	Coast of Texas.
Winnebago.....	4	Ironclad.....	Lieut. Commander W. A. Kirkland.	Off Mobile city.
M. A. Wood.....	3	Schooner.....	Actg. Master A. C. Starrett.....	Mobile Bay.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding vacancies in the squadron.

No. 66.]

U. S. FLAGSHIP STOCKDALE,
Off Mobile, April 15, 1865.

SIR: In consequence of the loss of the *Milwaukee*, *Osage*, *Rodolph*, *Sciota*, and the tugs *Ida* and *Althea*, thereby releasing their crews for distribution among the other vessels of the squadron, there exist vacancies for 450 men less than were called for in my dispatch No. 18, dated March the 12th.

Very respectfully, your obedient servant,

H. K. THATCHER,

*Acting Rear-Admiral, Commanding West Gulf Squadron.*HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting reports of officers commanding vessels destroyed by torpedoes.

No. 67.]

U. S. FLAGSHIP STOCKDALE,
Off Mobile, April 16, 1865.

SIR: I have previously reported to the Department the loss of the gunboat *Sciota*, the tug *Ida*, and a launch of the *Cincinnati* by torpedoes.

I forward herewith copies (marked Nos. 1, 2, and 3) of the reports of the commanding officers of those vessels, giving the details.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

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

[Enclosure No. 1.]

U. S. S. SCIOTA,
Off Mobile, Ala., April 14, 1865.

ADMIRAL: I have the painful duty to respectfully report the sinking of the U. S. S. *Sciota*, under my command, by a rebel torpedo, and the loss of 4 men and wounding of 6 others.

In obedience to orders from Fleet Captain E. Simpson, I had finished coaling the barge from the brig *American Union*, and had delivered to the *Itasca*, *Sebago*, and *Genesee* the working parties belonging to the aforesaid vessels, and was proceeding toward the eastern shore on an E. S. E. course for the purpose of delivering 10 men of the working party to the U. S. S. *Elk*, when I ran against a torpedo which was below the surface of the water, exploding it, causing the vessel to sink immediately nearly decks to the water.

The explosion was terrible, breaking the beams of the spar deck, tearing open the waterways, ripping off starboard forechannels, and breaking fore-topmast.

I have examined the decks and waterways immediately over the place where the explosion took place, and in my opinion the damage is not so extensive as to prevent raising her. I have also questioned those of the crew who were on the berth deck at the time of the explosion, and their evidence in regard to the effect upon the berth deck by the explosion leads me to think that it struck the vessel below the line of the berth deck and under and abreast of the forerigging, at the first bow cant or round of the bow. Since the sinking of the vessel I have recovered three of the bodies of the missing men. I must thank the captain of the *Cowslip* for his prompt assistance in removing the wounded from this vessel.

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

J. W. MAGUNE, U. S. Navy,
Volunteer Lieutenant, Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

April 15, 1865.—Since writing this report I have recovered the body of another man belonging to the U. S. S. *Elk*.

Respectfully, your obedient servant,

J. W. MAGUNE, U. S. Navy.

[Enclosure No. 2.]

MOBILE BAY, *April 15, 1865.*

SIR: On the morning of April 13, 1865, the U. S. S. *Ida*, under my command, proceeded from the flagship *Stockdale* under orders to report to Lieutenant-Commander John Irwin and place the steamer under his orders. After reaching the *Cincinnati* and reporting, I was ordered to proceed to the U. S. S. *Genesee*, lying about 2 miles below the obstructions. When about two-thirds of the way down the steamer struck a torpedo on her starboard side, crushing in her timbers, bursting her boilers, and tearing up her decks. She filled in a few moments in 10 feet of water, where she now lies, directly in mid-channel. Every possible assistance was rendered by the vessels in sight to save life and property. The guns have been taken off and a portion of the engine has been removed.

The casualties are as follows:

Philip Williams, landsman, drowned; Thomas Burns, first-class fireman, missing; Sanford Curran, acting third assistant engineer, leg broken in two places; John O'Locklan, first-class fireman, wounded in the head slightly; Abraham Burrell, ship's cook, scalded on the left arm.

Very respectfully, your obedient servant,

F. ELLMS,
Acting Ensign, Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

[Enclosure No. 3.]

U. S. IRONCLAD CINCINNATI, ———, 1865.

SIR: I deeply regret to have to report blowing up of the launch of this vessel by a torpedo yesterday afternoon.

By this sad accident three lives were lost. Their names are as follows:

Acting Master's Mate Leon De Wolf, Captain of Forecastle C. H. Howard, Ordinary Seaman John Drion.

The launch had caught a torpedo and had weighed it to within about 2 feet of the surface of the water, when the mooring parted and the strain on the drag rope brought the torpedo against the stern of the boat, exploding it.

I am, sir, respectfully, your obedient servant,

GEO. BROWN,
Lieutenant-Commander.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report of fleet surgeon regarding the casualties from torpedoes.

No. 76.]

U. S. FLAGSHIP GLASGOW,
Off New Orleans, La., April 25, 1865.

SIR: I forward herewith (marked No. 1) a full report from the fleet surgeon, J. C. Palmer, of the killed and wounded of the *Osage*, *Rodolph*, *Ida*, and *Sciota*, vessels destroyed by torpedoes.

Also the report (marked No. 2) of the commanding officer of the *Althea*, giving the details of the loss of that tug, with the names of the killed and wounded on board of her.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

[Enclosure No. 1.]

U. S. HOSPITAL SHIP TALLAHATCHIE,
Mobile, Ala., April 19, 1865.

SIR: I have to report, from the best sources within my reach, the following killed and wounded aboard vessels lately destroyed by torpedoes:

Killed.

Osage.—Nicholas Heydenger, ordinary seaman; Lewis De Wall, master at arms; William Paigher, seaman; John Everhart, ordinary seaman; Charles Taylor, ordinary seaman.

Rodolph.—Theodore Texada, landsman; Jule Baltour, first-class boy (colored); Michael Driscoll, landsman; Johnson Smith, landsman (colored).

Ida.—Philip Williams, landsman (colored); Thomas Burns, first-class fireman; Sanford Curran, acting third assistant engineer.

Sciota.—John W. Bayard, boatswain's mate; J. S. Robinson, captain forecandle; Jeremiah Horrigan, coxswain; Jacob Brown, boatswain's mate; George Creighton, landsman (attached to *Elk*).

Severely wounded.

Osage.—William Hartly, ordinary seaman; William G. Boyson, boatswain's mate.

Rodolph.—Eli Robertson, landsman (colored); William Strother, coal heaver (colored); Moses Payne, second-class boy (colored); Sewell Chicquoine, second-class fireman (colored).

Sciota.—William Prudewell, sailmaker's mate.

Slightly wounded.

Osage.—John Tonan, seaman; John H. Thompson, landsman; Edward McLane, first-class fireman; Charles Couburn, landsman; Peter Harley, seaman; Michael McGuire, ordinary seaman; Joseph Barker, seaman; David H. Larkins, ordinary seaman; William G. Fisher, ordinary seaman.

Rodolph.—John Wilson, captain hold; Daniel Kelley, landsman; James H. Miller, landsman; George McDonald, landsman; Anderson

Wilkins, first-class boy (colored); Henry Rounds, first-class boy; John S. Adams, ship's painter.

Ida.—Abraham Burrell, ship's cook (colored); John McLaughlin (rate unknown).

Sciota.—John Price, landsman; Maurice O'Brien, surgeon's steward (since dead); James O'Brien, quartermaster; Alonzo Stevens, coxswain; William Carson, landsman.

I have not been able to obtain any account of the killed and wounded aboard the *Althea*, nor of those in the *Cincinnati's* boat.

Very respectfully,

JAS. C. PALMER,
Fleet Surgeon.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
Commanding West Gulf Squadron.

[Enclosure No. 2.]

HOSPITAL ROSS,
Mobile, April 19, 1865.

SIR: I have the honor to report the loss of the U. S. S. *Althea*.

On the 12th ultimo I was ordered by Captain Low to drag the channel with a chain attached to spars laid across the stern; Pilot J. Dinton was ordered on board to instruct me where to go. I proceeded to drag, and when abreast of Battery Huger, the chain getting afoul of an old wreck, I tried to pull it out and failed, and as it was found impossible to clear the chain I ordered it to be slipped. After this was done I attempted to return to the *Octorara*, but the vessel ran afoul of a torpedo, which exploded near the after part of the pilot house, a little to the starboard; the vessel sunk immediately in 10 or 12 feet of water, and I regret to state that 2 men were killed, 2 others badly wounded, and that I am badly injured in the left leg and foot.

Killed.—G. D. Andrews, first-class boy (colored); J. Glen, landsman (colored).

Wounded.—Acting Ensign F. A. G. Bacon; John Griswold, ordinary seaman; Patrick Manning, first-class fireman.

I am, sir, very respectfully,

F. A. G. BACON,
Acting Ensign, late Commanding U. S. S. Althea.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, Mobile, Ala.

Proceedings of a commission appointed to examine wharves, docks, ship-yards, foundries, and workshops in and about Mobile, for the purpose of assigning them according to the necessities of each branch of the service.

HEADQUARTERS ARMY AND DIVISION OF WEST MISSISSIPPI,
Mobile, Ala., April 20, 1865.

WEST GULF SQUADRON, U. S. FLAGSHIP STOCKDALE,
Off Mobile, Ala., April 20, 1865.

A joint commission, to consist of Brigadier-General J. Bailey, U. S. Volunteers, on the part of the Army, and Commander Peirce Crosby, U. S. Navy, commanding U. S. S. *Metacomet*, on the part of the Navy, will proceed at once to examine the wharves, docks,

shipyards, foundries, and workshops in and about Mobile for the purpose of designating and assigning them in proportion to the necessities of each branch of the service. The commission will also designate and assign such steam and other vessels as may be suitable or needed by the Army or Navy, designating preferably for the army river steamers and vessels suited for the navigation of still waters, and for the Navy the heavier class of vessels. The action of the commission will not be regarded as determining any question of private interest or of prize that may be involved in the property included in this order.

E. R. S. CANBY,

Major-General, Commanding Military Division of West Mississippi.

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

The commission met, in pursuance of the above order, on the 21st instant and made the examination in accordance with its instructions, but have been unable to agree fully in assigning the wharves and vessels to each branch of the service, and I beg leave to submit the following: I propose that the grounds and buildings above and near the commencement of Connecticut street, known as Hitchcock's press, and used by the rebels as their navy yard, together with the wharves in front of the same; also the two slips and wharves at the foot of St. Anthony street and the wharf on the other side of the river and below Dauphin street, to be appropriated for the use of the Navy. All the docks and wharves below, between, and above the points designated on either side of the river to be appropriated for the use of the Army. The floating dry dock and marine railway, together with the sawmills and workshops appertaining thereto, be assigned jointly for the use of the Army and Navy, the preference to be given to either branch of the service according to the exigencies of the service, but to be placed in the charge and care of the Army. The six floats or camels for raising and carrying vessels over shoals, which belonged to and were used by the rebel Government, be turned over to the Navy for the joint use of the Army and Navy, according to their necessities, and to be taken care of by the latter. The machine shop, known as Ollis & Toulmin, to be taken for naval purposes, and those of Skate & Co., and Park, Lyons & Co., for the Army. The steamers *Coquette*, *Virginia*, *Margaret*, *Flirt*, *R. B. Taney*, two schooners, and barges and flatboats to be appropriated for army purposes, with the exception of the three flatboats marked 1, 2, and 3, which are required for naval use. The steamer *Julia* and steam tug *Gunnison*, the heavier class of vessels, to be taken for naval purposes, provided it does not conflict with the arrangements previously made by General Canby with parties claiming said vessels.

Very respectfully, your obedient servant,

PEIRCE CROSBY,

Commander, Commanding U. S. S. Metacomet.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron.

Approved:

H. K. THATCHER,
Acting Rear-Admiral.

Approved:

ED. R. S. CANBY,
Major-General, Commanding.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the assignment of certain vessels to convoy duty, in cooperation with Major-General Steele.

No. 72.]

FLAGSHIP STOCKDALE,
Off Mobile City, April 21, 1865.

SIR: I have the honor to inform the Department that I have dispatched the gunboat *Sebago*, Lieutenant-Commander Harmony, the ironclad steamer *Cincinnati*, Lieutenant-Commander Brown, with the tinclads *Tallahatchie* and *Elk*, to convoy a force of 13,000 men, under Major-General Steele, to Selma and Montgomery. The gunboat *Octorara*, Lieutenant-Commander Low, and monitor *Winnebago*, Lieutenant-Commander Kirkland, remain near the junction of Tombigbee and Alabama rivers for the purpose of covering an army force who are fortifying at a point above the junction to prevent the navigation or passage of those steamers by the enemy. The two vessels last named will return here after having executed this duty.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral Commanding West Gulf Squadron.

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

Capture of cotton by the U. S. steamers Cornubia and Gertrude, April 20, 1865.

Report of Captain Sands, U. S. Navy, transmitting reports of commanding officers.

U. S. S. FORT JACKSON,
Off Galveston, Tex., April 21, 1865.

ADMIRAL: I have to report that a steamer, in attempting to run out from Galveston on the night of the 19th, got aground on the bar, endeavoring to elude the vessels stationed there. She succeeded in getting off by throwing over some 200 bales of cotton, about 140 bales of which were recovered by the *Cornubia* and *Gertrude* in the morning (89 by the former and 50 by the latter), which will be sent in as soon as possible for adjudication.

The steamer was seen next under Fort Point and returned to the city. The bar was very rough and the night hazy.

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

B. F. SANDS,
Captain, U. S. Navy, Comdg. Third Div. West Gulf Squadron.

The steamer that [we] tried and failed to get was the *Denbigh*, and lost 200 bales in the attempt.

Acting Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Squadron, Hdqrs., New Orleans.

Report of Acting Volunteer Lieutenant Dean, U. S. Navy, commanding U. S. S. Gertrude.

U. S. S. GERTRUDE,
Off Galveston Bar, Texas, April 21, 1865.

SIR: I have the honor to report that on the morning of the 20th instant, whilst at anchor off Bolivar Channel, at 6 a. m., discovered a number of bales of cotton that had been thrown overboard from a blockade runner which had got aground on the bar the night preceding while attempting to run out, and finding he was closely watched and would undoubtedly have been destroyed, he threw overboard said cotton and succeeded in getting off safe and ran back to the town.

We picked up 50 bales, which I shall send to New Orleans by the first supply vessel for adjudication, as per order of senior officer, Capt. Benjamin F. Sands, Commanding Third Division West Gulf Squadron.

Hoping this may meet your approval, sir, I remain,
Your obedient servant,

BENJ. C. DEAN,
Acting Volunteer Lieutenant, Commanding.

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

Report of Acting Volunteer Lieutenant Johnstone, U. S. Navy, commanding U. S. S. Cornubia.

U. S. S. CORNUBIA,
Off Galveston, Tex., April 22, 1865.

SIR: I hereby respectfully inform the Department that on the 20th instant, off Galveston Bar, this ship, under my command, picked up 89 bales of cotton, part of the cargo of a blockade runner that got ashore on the bar the night previous in attempting to come out.

The cotton will be sent to New Orleans for adjudication by the earliest opportunity.

Enclosed is a list of the officers and crew attached to this ship and borne upon her books at the time the cotton was picked up.

Very respectfully, your obedient servant,

JOHN A. JOHNSTONE,
Acting Volunteer Lieutenant.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Johnstone, U. S. Navy, commanding U. S. S. Cornubia, regarding the capture of the schooner Chaos, with a cargo of cotton.

U. S. S. CORNUBIA,
Off Galveston, Tex., April 22, 1865.

SIR: I have the honor to report the capture of the English schooner *Chaos*, with a cargo of 170 bales of cotton, by this ship, under my command, about 10 p. m. on the 21st instant, while attempting to run the blockade from the port of Galveston.

The U. S. S. *Fort Jackson* came up and spoke us a few minutes after the capture was made.

As the schooner was brought to within 3 miles of the bar, I have no doubt that other blockading vessels were within signal distance at the time, but I do not know how many, or their names.

The vessel will be sent to New Orleans for adjudication with all the necessary witnesses and documents.

Enclosed is a list of the officers and crew attached to this ship and borne on her books at the time of the capture.

Very respectfully, your obedient servant,

JOHN A. JOHNSTONE,
Acting Volunteer Lieutenant.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of the U. S. prize commissioner at New Orleans of the receipt of schooner Chaos and captured cotton.

U. S. PRIZE COMMISSIONER'S OFFICE,
Custom-house, New Orleans, May 12, 1865.

SIR: As prize commissioner of the U. S. district court, eastern district of Louisiana, I have the honor to report the arrival of the prize schooner *Chaos*, of 63 tons burden, with a cargo of 170 bales of cotton, captured on 21st day of April, 1865, by the U. S. S. *Cornubia*, John A. Johnstone, U. S. Navy, commanding, off Galveston Bar, coast of Texas.

Also of 89 bales of cotton picked up at sea by the said steamer *Cornubia*, on the 20th April, 1865.

Also 50 bales of cotton picked up at sea by the U. S. S. *Gertrude*, B. C. Dean, U. S. Navy, commanding, on the 20th April, 1865.

Very respectfully, your obedient servant,

U. S. Prize Commissioner.

HON. GIDEON WELLES,
Secretary of the Navy.

General order of Acting Rear-Admiral Thatcher, U. S. Navy.

GENERAL ORDER { U. S. FLAGSHIP GLASGOW,
No. 8. } *New Orleans, La., April 22, 1865.*

In token of respect to the late Abraham Lincoln, President of the United States, all officers of the West Gulf Squadron will wear crape on the left arm for a period of six months from this date.

Each vessel will fire a salute of half-hour guns, commencing at sunrise and ending at sunset, in commemoration of the sad event.

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Letter from the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, announcing the arrival of the U. S. S. Bienville.

NAVY DEPARTMENT, April 25, 1865.

SIR: The *Bienville*, which is probably the fastest steamer in the Gulf, has arrived at Philadelphia under orders from yourself. As she requires no repairs but coppering, the Department presumes you do not require her services, and she will be retained North.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Blkdg. Squadron, New Orleans, La.

Order of Commodore Palmer, U. S. Navy, to Commander Crosby, U. S. Navy, to proceed to anchorage off Dog River Bar.

U. S. FLAGSHIP STOCKDALE,
Off City of Mobile, April 27, 1865.

SIR: You will, on the receipt of this order, return with the vessels under your command to the anchorage off Dog River Bar.

Very respectfully,

J. S. PALMER,
Commodore, Commanding First Division.

Commander PEIRCE CROSBY,
U. S. S. Metacomet, Mobile Bay.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, enjoining vigilance to prevent the escape of the leaders of the Confederacy.

NAVY DEPARTMENT, April 28, 1865.

SIR: Lieutenant-General Grant telegraphs to the War Department, under date of the 26th instant, from Raleigh, N. C., that Jeff Davis, with his cabinet, passed into South Carolina with the intention, no doubt, of getting out of the country, either via Cuba or across the Mississippi. All the vigilance and available means at your command should be brought to bear to prevent the escape of those leaders of the rebellion.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Comdg. West Gulf Blkdg. Squadron, New Orleans.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, forwarding information regarding the movements of the C. S. ram Stonewall.

NAVY DEPARTMENT, April 28, 1865.

SIR: Information has been received from the U. S. consul at Tene-riffe to the effect that the rebel ram *Stonewall* left that place, where she obtained a supply of coal, April 1, at 6 p. m., and steamed away

rapidly to the south. Her destination is believed to be some point on our coast, and every precaution should be taken by you to guard against surprise and to prevent her inflicting serious injury should she make her appearance anywhere within the limits of your command, and the best means in your power used to capture or destroy her.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans, La.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding Confederate vessels in the Tombigbee River blockaded by vessels of his command.

No. 83.]

U. S. FLAGSHIP GLASGOW,
Off New Orleans, April 28, 1865.

SIR: I have the honor to inform the Department that three of the vessels of the Mobile detachment of this squadron—the gunboat *Octorara*, Lieutenant-Commander Low; the *Sebago*, Lieutenant-Commander Harmony, and the monitor *Winnebago*, Lieutenant-Commander Kirkland—are now in the river Tombigbee, blockading the rebel ironclad *Nashville* and gunboat *Morgan*, with some blockade runners, which have been armed by the rebels and recently used by them as picket boats; but as they declined an action before the sinking of the *Tuscaloosa* and *Huntsville*, and when their fleet was concentrated and entire and we were weakened by the loss of two monitors, I fear that they will destroy their remaining vessels in preference to a trial of strength with us.

The last reliable information from these rebel vessels is, that they have passed up the Tombigbee above Demopolis, and they must soon fall into our hands or destroy themselves.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, announcing the arrival of that vessel at Philadelphia for repairs.

U. S. S. BIENVILLE,
Off Navy Yard, Philadelphia, April 13, 1865.

SIR: I have the honor to report the arrival of this ship under my command at this port from New Orleans via Mobile Bay and Pensacola, having left the latter port on the 6th instant.

I have brought the *Bienville* to Philadelphia, in obedience to orders received from Acting Rear-Admiral H. K. Thatcher, commanding West Gulf Blockading Squadron, for the purpose of having her docked and her bottom calked and recoppered.

The hull of the ship needs only slight repairs, so far as I can ascertain.

The engine and boilers are believed to be in good condition.

I would respectfully recommend to the Department the propriety of reducing the present battery of this ship, as I consider it too heavy for her frame in bad weather.

As the only repairs of importance required are those upon the ship's bottom, it will not therefore be necessary to remove any of her stores or to break up her present organization in case the Department proposes sending her to sea again.

As the terms of service of nearly all the present crew have expired, a new crew will be required to replace them, and can be received on board at once, or immediately after the ship is floated off the dock.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

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

Report of Commander LeRoy, U. S. Navy, commanding U. S. S. Ossipee, regarding the impaired condition of that vessel.

U. S. STEAM SLOOP OSSIPEE,
Off New Orleans, La., April 13, 1865.

ADMIRAL: It being reported you purposed ordering this ship on a cruise, I am induced to address you upon the subject, believing you are not fully informed as to her condition.

This ship has now been over three years in the water. The copper put upon her was so inferior in quality that before leaving Portsmouth (I am informed) it was necessary to replace one or two of the upper strakes with new copper. Over a year ago she is reported to have struck heavily off Velasco, and divers who examined her some months since report considerable copper off the bottom amidships and about the bows. They also brought up a small piece of wood badly honey-combed, also a worm in the wood, showing those animals were busy working upon her. Since the fight in Mobile Bay the ship, when in clear water, has averaged a leak of about 18 inches during a watch of four hours. When the survey was held upon the hull a short time since, the carpenter, Mr. Burcham, told me he considered the ship to some extent unseaworthy, a number of her knees, etc., starting. The last few months, when at sea, especially on my last cruise, we have been compelled to stop frequently to correct trouble with our engine, principally the after crank-pin brasses, the crank pin being badly cracked, also the Kingston outboard blow valve being gone. The fresh-water condenser is nearly used up, having had to plug up some 500 tubes already, and the boiler tubes have lately commenced giving out.

Generally, the ship is giving evidence of requiring extensive overhauling. Owing to foul bottom, etc., we can not get more than seven or eight knots out of her under the most favorable circumstances, and to do our best it requires at least one-fourth more coal. During our

last cruise all our starboard maintopmast rigging came down by the run, breaking off at the eyes.

Respectfully submitted.

WM. E. LEROY,
Commander, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
Commanding West Gulf Squadron, Mobile Bay.

Letter from the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the transfer of certain vessels from the Mississippi Squadron.

NAVY DEPARTMENT, April 14, 1865.

SIR: Referring to your dispatch of the 22d ultimo, I have to inform you that Rear-Admiral Porter has been instructed to send to the West Gulf Squadron the tugs *Bignonia* and *Clematis* and the steamer *Fort Donelson*.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding the surrender of Mobile by the civil authorities.

U. S. FLAGSHIP STOCKDALE, April 13, 1865.

I suppose you to have been fully informed by General Granger of our movements here yesterday, and of the bloodless surrender of Mobile by the civil authorities. I am now clearing the obstructions in the ship channel to the city on the west side, so that our vessels may be enabled to pass up in safety. Shall place armed vessels in front of the city as soon as practicable. Monitors and *Octorara* preparing to come down the Tensas.

H. K. THATCHER,
Acting Rear-Admiral.

Major-General CANBY.

Escape of C. S. ram William H. Webb from Red River, April 23, and her destruction, April 24, 1865.

Report of Acting Rear-Admiral Thatcher, U. S. Navy.

FLAGSHIP GLASGOW,
New Orleans, April 24, 1865.

SIR: I have the honor to inform the Department that the rebel ram *Webb* ran the blockade of the Red River this morning and passed this city at a high rate of speed, but so unexpected was her appearance that she received only two shots through her hull in passing.

As she approached the city she was flying the United States flag at half-mast and was mistaken for an army transport.

The *Hollyhock*, Lieutenant-Commander Gherardi; the *Florida*, Acting Volunteer Lieutenant-Commander Budd; the *Quaker City*, Lieutenant-Commander Spicer, and the *Ossipee*, Commander Le Roy, were dispatched in pursuit of the ram, the *Hollyhock* far ahead, and when about 25 miles below the city she encountered the *Richmond*, Captain Theo. P. Greene, coming up. The ram then headed into the left bank of the river, ran on shore, and was set on fire by her commander, who proved to be Edward G. Reed [Charles W. Read], formerly of the U. S. Navy.

Her crew consisted of about 45 men, and her cargo was cotton, rosin, and turpentine, so that she soon blew up, the crew escaping to the swamps, except three, two of whom were captured and are prisoners; the third was destroyed with the vessel.

Her armament consisted of 3 guns.

The whole party will probably be captured by troops who will forthwith be dispatched in pursuit of them.

As the ram passed the city she had a torpedo suspended from a spar from her bows.

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

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

[Telegram.]

The following is just received, 8:30 a. m.:

U. S. S. OUACHITA,
Donaldsonville, La., April 24, 1865.

SIR: This morning about 4 a steamer passed here, supposed to be an army towboat. I since learn it was the *W. H. Webb*, the rebel ram. Will you please telegraph to New Orleans.

Yours, etc.,

W. E. FITZHUGH.

Colonel W. O. FISKE,
Commanding U. S. Forces, Donaldsonville.

W. O. FISKE,
Colonel, Commanding Post.

Brigadier-General SHERMAN,
Headquarters Southern Division, New Orleans, La.

Order of Brigadier-General Sherman, U. S. Army, to Colonel Mudgett, U. S. Army, regarding the movements of the ram.

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

A telegraphic dispatch has been received at these headquarters from the commanding officer of the U. S. gunboat *Ouachita*, to the effect that the rebel ram *Webb* is coming down the river. You will look out for her and destroy her.

By order of Brigadier-General Sherman:

WICKHAM HOFFMAN,

Major and Assistant Adjutant-General.

[Colonel WILLIAM S. MUDGETT],

Commanding Officer District of Carrollton, [La.].

(Copies to commanding officers district of Bonnet Carré and Fort Banks.)

[Telegram.]

DEPARTMENT OF THE GULF,

New Orleans, April 24, 1865.

(Received by Colonel Fiske between 9:30 and 10 a. m.)

Where does the gunboat *Ouachita* lie? Answer immediately. If you think there is any truth with regard to the ram, cooperate with the gunboat and make ready to destroy her.

By command of Brigadier-General Sherman:

WICKHAM HOFFMAN,

Assistant Adjutant-General.

COMMANDING OFFICER, *Donaldsonville.*

Webb supposed to have passed New Orleans about 1 p. m.

[Telegram.]

DONALDSONVILLE, *April 24, 1865.*

(Received 11 a. m.)

The *Ouachita* has been lying at this point. She is now on her way down the river. Have everything ready in the fort in case the ram returns up the river. The telegraph operator reports that the line on the opposite side of the river is cut below, and no communication above.

W. O. FISKE,

Colonel, Commanding Post.

Major WICKHAM HOFFMAN,

Assistant Adjutant-General, Southern Division of Louisiana.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,

New Orleans, La., April 24, 1865.

The rebel ram *Webb* was met by our gunboats about 24 miles below this city. She ran ashore and was blown up.

WICKHAM HOFFMAN,

Major and Assistant Adjutant-General.

COMMANDING OFFICER,

Donaldsonville.

(Copies to commanding officers Camp Parapet, Bonnet Carré, and Fort Jackson.)

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, April 24, 1865.

Information is received that a rebel ram passed Donaldsonville. If the report has foundation it must be their intention to run the mouth of the river. You will be in readiness for any movement of that kind if it should occur.

N. P. BANKS,
Major-General, Commanding.

[Major A. J. FITZWATER, U. S. Army],
Commanding Officer Forts St. Philip and Jackson.

Letter from Brigadier-General Sherman, U. S. Army, to Admiral Thatcher, U. S. Navy, referring to lack of guns bearing upon the river.

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, April 24, 1865.

The telegram from Donaldsonville received this morning seems partially confirmed by the subsequent one carrying intelligence that the telegraph wire was cut at Orange Grove (short distance below Donaldsonville) by a boat's crew from a gunboat this morning. There may be some probability, therefore, that the enemy have planned a method of destroying our shipping or of getting their gunboat to the sea. I feel it my duty to inform you that we have no guns at any point bearing upon the river except at Forts Jackson and St. Philip, they having all been removed last spring in obedience to orders from Washington.

Very respectfully, your obedient servant,

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

Admiral THATCHER, or
Commanding Officer U. S. Naval Forces, New Orleans.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Banks, U. S. Army, regarding the preparation of guns for immediate service.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., April 24, 1865.

SIR: In reply to your letter of 12:20 p. m. this day I have the honor to inform you that I have ordered Captain George F. Emmons, senior naval officer afloat here, to prepare every available gun in the fleet now here for immediate service and to bring them to bear on that point of the river by which a vessel coming down the river can reach this port. I have none but wooden vessels here and such as come to port for repairs, except the steam sloop *Richmond*, Captain [T. P.] Greene, now bound up river from Mobile Bay, with a battery of twenty-two X-inch guns. I am glad to learn that the batteries in the Southern Division of Louisiana have been ordered to be placed

in position to bear on the river and the naval force now in this port will do their best to cooperate with them.

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

H. K. THATCHER,
Acting Rear-Admiral.

Major-General N. P. BANKS,
Commanding Department of the Gulf, New Orleans.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

Brigadier-General Sherman directs me to inform you that it is reported that a rebel ram is coming down the river and that she passed Donaldsonville this morning at 4 o'clock. It may be that she will try to run into the Gulf. Be prepared, therefore, to sink her with your 15-inch guns and 100-pounder Parrotts. The general desires that you will make the whole of your armament as useful as possible. Acknowledge receipt.

P. J. MALONEY,
*First Lieutenant, Aid-de-Camp, and
Acting Assistant Adjutant-General.*

COMMANDING OFFICER FORTS JACKSON AND SAINT PHILIP,
Fort Saint Philip, La.

Order of Major-General Banks, U. S. Army, to the commanding officer at Forts Jackson and St. Philip.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, April 24, 1865.

Have you received any orders about preparing for the rebel steamer said to be coming down the river with the intention of escaping to the Gulf? Report at once your preparations.

By command of Major-General Banks:

J. SCHUYLER CROSBY,
*Brevet Lieutenant-Colonel,
Acting Assistant Adjutant-General.*

Major ANDREW J. FITZWATER, U. S. Army,
Commanding Officer Forts Jackson and Saint Philip, La.

[Telegram.]

BONNET CARRÉ, *April 24, 1865.*
(Received 4:10 p. m.)

The rebel ram *Webb* passed here about 9 a. m. She cut our wires about thirteen miles above.

CHAS. EVERETT, *Colonel.*

Lieutenant MALONEY,
Acting Assistant Adjutant-General.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

The rebel ram has passed the parapet with the Union flag at half-mast. Be prepared for her. Acknowledge receipt.

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.

COMMANDING OFFICER FORTS JACKSON AND SAINT PHILIP,
Fort Jackson, La.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.
 (Via Quarantine.)

The ram *Webb* is a small vessel, one smokestack, two upright walking beams, and a small foremast. Has cotton on board. Acknowledge receipt.

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.

COMMANDING OFFICER,
Fort Jackson.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

Notify the commanding officer at Forts Jackson and Saint Philip immediately that the rebel ram passed New Orleans at 1 p. m. Send the information by the shortest possible means. Acknowledge receipt.

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.

TELEGRAPH OPERATOR, *Quarantine.*

Order of Brigadier-General Sherman, U. S. Army, to the commanding officer at Ship Island, giving description of the ram.

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, April 24, 1865.

SIR: The brigadier-general commanding directs me to notify you that the rebel ram *Webb* passed New Orleans this day at 1 p. m. on her way down the river. The forts at the mouth of the river have been notified, and it is hoped that she may be stopped. She is a small vessel, painted white, one smokestack, two upright engines, and one small foremast.

Respectfully, your obedient servant,

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.

[Colonel ERNEST W. HOLMSTEDT],
Commanding Officer, Ship Island.

Order of Major-General Canby, U. S. Army, to Brigadier-General Smith, U. S. Army, urging vigilance in Mobile Bay, in view of the possible entrance of the ram.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., April 24, 1865—12:30 p. m.

SIR: The rebel ram *Webb* has just passed down the river. She deceived the gunboats by displaying the Union flag at half-mast. I think she will make for Havana, but have everything in readiness for her if she should attempt to come into Mobile Bay.

E. R. S. CANBY,
Major-General, Commanding.

Brigadier-General T. KILBY SMITH,
Commanding District of South Alabama, Fort Gaines.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding the destruction of the ram.

NAVAL HEADQUARTERS, [April 24, 1865].

I have the pleasure of informing you that the ram *Webb*, when about 25 miles below here, at a place called McCall's Point, on the left bank of the river, [was] chased by the *Hollyhock* and headed off by the *Richmond*. She had 250 bales of cotton and a quantity of turpentine and rosin, and was commanded by C. W. Read, formerly of the United States Navy. All escaped to the brush except two, now prisoners of war on board the *Lackawanna*. She had three guns, and was trying to run the blockade. Further particulars will be obtained from the prisoners. A few men of the infantry would soon take every man. Forty-five were on board all told. They ran her up high and dry. At 4:30 she blew up.

I have the honor to be, very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Major-General E. R. S. CANBY.

P. S.—She had three guns and was struck twice by our guns in passing the city [New Orleans]. Meeting the *Richmond* alone caused her destruction.

Report of Colonel Everett, U. S. Army, regarding causes of delay in telegraphic communication.

BONNET CARRÉ, April 24, 1865.

LIEUTENANT: I reported this morning the passing of the *Webb* about 9 a. m. One of our men saw them cut the wires about 13 miles above this point. He reported to Lieutenant Enos, who immediately galloped down and arrived here a few minutes after the *Webb* had passed. You would have been notified immediately, but the operator, L. C. Hebard, had left his post contrary to orders. Diligent search was made. He was finally discovered in a coffee house. The ram had in the meantime landed about 6 miles below and cut the wires. Lieutenant Enos took a fresh horse and started for the city to endeavor to head off the ram. He deserves credit for his energy and perseverance. I sent the operator in an ambulance, with men and

wire, to repair the line. He also took his instrument, with orders to connect and transmit my dispatch. This he failed to do and did not send it forward until he had returned to camp in a partially intoxicated state. The party had to go 12 miles from here to repair another break. This man Hebard is a worthless drunkard. I recommend his immediate discharge. This is not his first offense. I have sent a party up the river with about half a mile of wire to repair the breaks above. About 100 to 150 yards of wire were carried away at each place and many posts cut down. The rebels had our uniforms on and informed the men who saw them cut the wire that New Orleans had been taken by the rebels from Mobile, etc. I should be pleased to receive from you a detailed account of the progress of the *Webb*, as I am not likely to get a true account from the papers. I hope a new operator will be sent here soon, as I am obliged to keep this one under guard in his own office and work him drunk or sober.

Respectfully, your obedient servant,

CHAS. EVERETT,

Colonel, Special Inspector, Bonnet Carré.

Lieutenant MALONEY,

Actg. Assistant Adj. Gen., Southern Division of Louisiana.

P. S.—I respectfully recommend that a telegraph station may be established at Gaines Landing, about 18 miles above this point.

C. E.

[Endorsement.]

HDQRS. SOUTHERN DIVISION OF LOUISIANA,

April 27, 1865.

Respectfully forwarded to department headquarters in reference to the operator at Bonnet Carré. The telegraphic operations of the 24th, on hearing of the ram *Webb* coming down the river, require, in my opinion, some action to insure prompter telegraphic transmission hereafter.

T. W. SHERMAN,

Brigadier-General, Commanding.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. *Ossipee*, regarding the running ashore of the ram.

U. S. STEAM SLOOP OSSIPEE,

New Orleans, La., April 24, 1865.

CAPTAIN: I have the honor to report that, upon notice being given of the rebel ram *Webb* being reported coming down the river, I had the battery of the ship examined and freshly loaded, the pivot guns pivoted on the port side and trained, making a battery of seven guns. A lookout aloft gave notice of the approach of the *Webb*, and immediately after the *Lackawanna* fired and my guns could bear, I fired, three guns not going off. The fires had been started in the meantime, and so soon as I had steam, in obedience to orders, we proceeded down the river in pursuit. Before getting down to English Turn I was informed by returning vessels that the enemy had run the *Webb* ashore and burned her, the *Richmond* from below intercepting her.

One or more shot from this ship, one from the *Lackawanna*, and one from the *Pembina*, it was thought, struck the *Webb* as she passed

down. The *Webb* as she passed flew the American ensign at half-mast, but after passing hauled it down and hoisted the rebel flag. The *Webb* had a torpedo projecting from her bow as she passed.

Respectfully submitted.

WM. E. LE ROY,
Commander, U. S. Navy.

Captain GEO. F. EMMONS, U. S. Navy,
Senior Officer, New Orleans, U. S. S. Lackawanna.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, regarding the number of guns fired from that vessel.

U. S. STEAM SLOOP OSSIPEE,
Mississippi River, April 24, 1865.

ADMIRAL: I am informed that Lieutenant Johnson reported to you that this ship fired but two guns when the rebel ram *Webb* passed New Orleans. Lieutenant Johnstone should have possessed himself of facts before making a broad assertion that tended to reflect upon a vessel of your squadron. Seven guns, all that could be used on the port side, were brought to bear; four were fired, the remaining three not going off, although all the guns were freshly loaded so soon as it was reported the *Webb* was coming down, and we were in readiness long before, a lookout giving us notice when she bore in sight. It is the impression on board of this ship that one, if not more, of our shot struck, and that one from the *Lackawanna* and one from the *Pembina*. So soon as the ship was ready to move I started down the river, until receiving the intelligence of the destruction of the *Webb*, when I turned about.

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

WM. E. LE ROY,
Commander, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
Commanding West Gulf Squadron, New Orleans, La.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

The rebel ram *Webb* has just been destroyed about twenty-five miles below New Orleans, her crew taking to the swamps. The general directs that you strengthen your pickets from Battery Bienvenue, so if they make their way through to Lake Borgne you may arrest them. You will also put out additional pickets.

W. D. SMITH,
Lieutenant-Colonel and Acting Assistant Inspector-General.
COMMANDING OFFICER FORT MACOMB.

[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, La., April 24, 1865.

CAPTAIN: The rebel ram *Webb* has been destroyed. Her crew has taken to the woods. They may attempt to come into the city through your lines. Extend your pickets to the swamp and capture them if possible.

By order of Brigadier-General Sherman:

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.

Captain BICKER,
Seventy-seventh U. S. Colored Infantry.

[Telegram.]

FORT JACKSON, *April 24, 1865.*

Received dispatch saying ram *Webb* was destroyed. Shall I dismiss to quarters?

A. J. FITZWATER,
Major, Commanding.

Major WICKHAM HOFFMAN,
Assistant Adjutant-General.

[Endorsement.]

Received at 8:15, and answer, "Yes."

W. D. SMITH,
Lieutenant-Colonel.

Report of Acting Master Slattery, U. S. Navy, commanding pro tem. U. S. S. *Vindicator*, at mouth of Red River.

U. S. S. VINDICATOR,
Off Red River, April 24, 1865.

SIR: I beg to report that last night, at about 8:45, while this ship was lying on the east side of the Mississippi River and opposite the mouth of Red River, engaged in repairing our boilers, I was informed by the officer of the deck that Pilot Wiley Jones desired to speak with me. He pointed to a line of smoke which appeared to be coming from some distance up Red River toward the Mississippi River. The wind at the time was light from the west. He declared it to be caused by the endeavor on the part of the Confederate ram *Webb* to escape from Red River. Having confidence in his suspicion and judgment, I gave successive orders for the hammocks to be piped up, the chain unshackled and buoyed ready for slipping at a moment's notice, the ship cleared for action, and the gig called away, in which I directed the surgeon and paymaster to go down to your ship, and with my compliments state to you what I had learned, and ask you if I had not better get underway, and stand over to the mouth of the river, so as to be ready to engage the ram should she make her appearance.

The boat had scarcely left my vessel when the U. S. steamer *Manhattan*, which was lying in the mouth of the river, fired what sounded like a small howitzer, and immediately commenced using Coston's signals, the meaning of which my signal officer, Ensign S. O. Lovell, failed to understand. They were equally as unintelligible to me. About this time the staff officers whom I had sent to report to you returned with orders to me to remain at anchor until ordered to move, and notifying me that you would get underway in chase. Our ship remained cleared for action, with the guns' crews at their quarters, and about half past 10 o'clock the U. S. steamer *Gazelle* was seen approaching. Anticipating her mission, our cable was slipped and wheels revolved, and before the *Gazelle* had fairly finished delivering your order for the *Vindicator* to proceed downstream in chase of the *Webb*, this ship was steaming into the channel and received the last of the order as she was about headed downstream. I am thus minute about these matters in order to show you the magnificent discipline existing on board this ship. After getting underway, the charges of the guns that were loaded with grape and canister were withdrawn and reloaded with solid shot. It was suggested by one of the officers, some of whom had congregated on the spar deck, that the *Webb* would doubtless stop to cut the telegraph wires, and for that purpose would run alongside the bank. The officers of divisions, therefore, were ordered to man both sides, and have their crews lie on the deck beside their guns and watch intently out of the portholes. The chief engineer was called on for information as to the amount of steam he was carrying. He reported 70 to 80 pounds, and in reply to my question if he considered that the maximum amount we should carry, replied, "My department is laboring under serious and dangerous conditions; the bottom is almost entirely out of one battery of boilers, and the flue heads of the battery we are running under are leaking, and I therefore believe that I have all the steam such conditions will safely admit of." After some further conversation, I instructed him to keep the gauge at not less than 90 pounds, and that I would be officially responsible for any disastrous results which might occur. Please find his report enclosed. About 2:30 a. m., when almost abreast of Bayou Sara, we met your ship, and, after the usual exchange of night lights, you blew fire whistles for communication. As there were other vessels there, I paid no attention to the signal, but continued on downstream. Again this same signal was given, but this ship still continued on her course. The Coston signal for communication was then made when we rounded to and spoke your ship. In answer to our hail, the question came, "Did you not hear our signals for communication?" I replied, "Yes, sir; but having received your order to chase the *Webb*, I was intent on that business and judged that your signals might have been for the other vessels present, but which were not in the chase, as I was." I was then ordered to proceed on up the river to my anchorage. I asked, "Was it not the *Webb* that passed out of Red River?" The order came again, "Proceed on up the river to your anchorage." I then asked if Commodore Foster was on deck, when a voice replied in very peremptory tones, "Captain Foster orders that you proceed on up the river to your station, sir." At this I could not help uttering the indignant rejoinder, "It would cost you nothing to return a civil answer to my enquiry." I now beg to apologize for my hasty words, but in doing so I must candidly

state that I consider the provocation very great. I am still in ignorance as to what vessel it was that escaped from Red River. If it shall prove to be the *Webb*, this ship's officers and crew will feel very sore.

I have only to state that last night's events showed the temper and discipline existing on this ship. Such was the spirit animating every officer, man, and boy that all seemed to vie with each other in the rapid and intelligent execution of each order. Their action in this respect causes them to feel all the more keenly the snub received from the quarter-deck of your ship.

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

D. P. SLATTERY,

Acting Master, U. S. Navy, Commanding pro tem.

Lieut. Commander JAMES P. FOSTER, U. S. Navy,
Commanding Fourth District Mississippi Squadron.

Detailed report of Allan Pinkerton, of U. S. Special Service.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
OFFICE OF THE PROVOST MARSHAL-GENERAL,
New Orleans, April 25, 1865.

COLONEL: On the 24th instant the rebel ram *Webb* passed New Orleans under rebel colors, and was pursued by the U. S. gunboat *Hollyhock*. About 25 miles below the city, having come in sight of the U. S. gunboat *Richmond*, the *Webb* was set on fire by her officers and then run ashore on the left bank of the Mississippi. The officers and crew then abandoned her, endeavoring to make their escape, fifteen of whom afterward surrendered to the United States authorities as prisoners of war and were brought under guard to your office. I have the honor to report that three of the fifteen, being apparently the most intelligent, viz, George Price, pilot; John C. Osborne, paymaster's steward, and J. C. Hines, hospital steward, were at your request examined by me, and stated that the rebel ram *Webb* left Shreveport, La., on the 7th instant, going down Red River, her destination not being known to any of the crew, all information on this point being carefully withheld from the men. About fifteen days before the departure of the *Webb* from Shreveport, where she had been lying in port for the past two years, her officers were changed, her crew only remaining. At that time Lieutenant-Commanding, C. W. Read, with Lieutenant Wall and Passed Midshipman Scott, took command of the *Webb*, none of the old officers remaining. On the arrival of the *Webb* at Alexandria she loaded with cotton and took on a large supply of fuel, about 200 cords of wood, mostly pine knots. While at Alexandria they first heard of the assassination of President Lincoln, but none of the crew being allowed to go ashore or communicate with the citizens, they had no means of learning how that intelligence was received by the people, nor could they learn the strength of the Confederate forces and fortifications there. No passengers got on at Alexandria, nor were there any passengers on her at any time. Between Shreveport and Alexandria there are two Confederate gunboats, the *Missouri* and the *Merite*, the former of which is clad with T-iron rails,

with an armament of six guns; the latter is a common steamboat, walled up with thick timber. There are also about fifteen transports on Red River in the Confederate Government service and one, the *Twilight*, on the Ouachita River.

On Sunday, 23d instant, at 4:30 a. m., the *Webb* left Alexandria and came down the Red River about 15 miles, where she stopped and took on board the pilot, George Price, who says that he belonged to Captain White's steamboat battalion, stationed at Marksville, La., and had received an order to join the *Webb* at Alexandria, and on his way to Alexandria he met the *Webb* coming down. He signaled to her, and she landed and took him on board; that his services had been engaged with a view to take the *Webb* through Atchafalaya Bayou into Berwick Bay, and from thence into the Gulf, as he was acquainted with these waters, but when he came on board the *Webb* and ascertained that she drew over 10 feet of water he informed the officers that the route was impracticable, and the *Webb* then kept on down the Red River, with her cargo of cotton arranged for defense against attack, her armament being two 12-pounder howitzers aft and one 4-inch rifle forward and a torpedo projecting from the bow, supported by a long pole. In her magazine were three boxes of shells and three 100-pound kegs of powder. Sixty-eight rations were issued to officers and men. Before entering the Mississippi, about 3 miles from the mouth of Red River, a flatboat laden with cotton was captured by the *Webb*, and a small boat with officers and men from a United States gunboat, being near by, made their escape up a bayou. The flatboat and the men on it were held by the *Webb* until dark, when they were turned adrift. This was done in order to prevent the men from crossing over by land and giving information to the United States gunboats. At 8:30 p. m., the *Webb*, carrying the usual signal lights used by the Federal boats, entered the Mississippi, passing the United States gunboats stationed at the mouth of the Red River, and when nearly out of range a shell was fired at the *Webb*, which exploded about 400 yards from her, and she thus passed all the United States gunboats, not having been hailed or molested by any of them. About every 10 or 15 miles the *Webb* sent a party ashore to cut the telegraph wires, and at one time some men from a wood pile approached them, when the officer in command presented a musket and frightened them away. At another time, near the mouth of Red River, when an attempt was made to cut the wires, a party of colored soldiers who happened to be near prevented the design.

About 10 miles above the fortifications of New Orleans the *Webb* hoisted the United States flag at half-mast and raised steam to the highest pressure, so that she was running 25 miles an hour while passing the city, which was about 12 m. (24th instant). The true character of the *Webb* having been made known to the United States gunboats, several shots were fired after her, three of which struck her, the first entering her bow about a foot above the water, deranging the fixtures by which the torpedo was attached to the bow, swinging it around and under the *Webb*, thereby endangering the safety of the boat so that she was stopped and the torpedo cut loose. This did not occupy more than two or three minutes. The second shot passed the chimney, severing one of the chains by which it was supported and wounding a man slightly by a flying link of the severed chain. The

third shot struck a bale of cotton and did but little or no damage. As soon as the first shot was fired at the *Webb* the United States flag was lowered and the rebel flag raised by order of Captain Read. The *Webb* was then followed by a United States gunboat. It was the intention of the officers of the *Webb* to wait until after dark before attempting to pass Forts Jackson and Saint Philip, and it was decided by them that they would turn back and capture the pursuing gunboat, which would occupy their time until dark, but unexpectedly coming in sight of the U. S. sloop of war *Richmond*, the order was given to turn the boat up the river, and after some deliberation the *Webb* was set on fire by the officers and crew and ran ashore. As soon as she was ashore the *Richmond* and the pursuing gunboat commenced firing on her.

After the officers and crew had got safely to the shore, Captain Read advised them to separate, as they would be less liable to capture, and acting upon this suggestion the aforesaid George Price, J. C. Hines, and John C. Osborne, together with twelve others, endeavored to make their escape through the country, but finding it difficult to wade the Louisiana swamps, became disgusted with the enterprise and concluded to surrender themselves prisoners of war to the United States authorities. Lieutenant-Commanding Read is about 25 years of age, 5 feet 7 inches high, sandy complexion, slim build, light hair, sandy whiskers, and no mustache. Lieutenant Wall is about 25 years of age, 5 feet 7 inches high, light complexion, brown hair, clean shaved. Smith, Marsh, and Lewis were engineers; Price and Lewis were pilots; Blanc was master. The first names of those parties were not remembered. J. C. Hines, the hospital steward, states that in one of the Confederate hospitals at Shreveport, where he was stationed, there were 200 patients and that sickness prevailed to a considerable extent in the Confederate Army. The statement of the aforesaid three prisoners harmonized upon all material points, and they further stated that the sentiment of the people, as far as they had observed, in regard to the rebellion was divided, some looking upon the Southern Confederacy as a failure and others expressing a wish to continue the war.

All of which is respectfully submitted by your obedient servant,
ALLAN PINKERTON.

Lieutenant-Colonel W. H. WOOD,
Provost-Marshal-General,
Military Div. of West Miss., New Orleans.

Order of Brigadier-General Sherman, U. S. Army, to Assistant Quartermaster Perkins, U. S. Army, regarding measures for the capture of the crew of the ram.

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, April 26, 1865.

CAPTAIN: The brigadier-general commanding directs that you instruct the captain of the boat *Colonel Chandler*, hence for Fort Livingston, to be on the lookout for a party of the rebel crew of the ram *Webb*, reported to have passed into the canal on their way to the Gulf, near Fort Livingston. A guard of ten men from the Forty-sixth U. S.

Colored Infantry will be ordered to report to you for duty on the boat this trip. They will be relieved upon their return.

I am, sir, respectfully,

WICKHAM HOFFMAN,

Major and Assistant Adjutant-General.

Captain F. W. PERKINS,

Assistant Quartermaster.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the proposed disposition of prisoners from the ram.

U. S. FLAGSHIP GLASGOW,

New Orleans, La., April 26, 1865.

SIR: In my dispatch of the 24th instant, numbered 78, I had the honor to report to the Department the circumstances attending the running of the Red River blockade by the rebel ram *W. H. Webb*, and of her destruction below this city.

The escaped prisoners were followed up by the navy, and by a detachment of the army stationed near this city, with the following results, viz: On the night of the 24th instant two prisoners were captured near the spot of the destruction of the rebel ram, and on yesterday the following rebel officers surrendered as prisoners of war to Acting Master Bowen Allen, who had been sent to pursue them through the swamps, viz: Charles W. Read (her late captain), Lieutenant W. H. Wall, Master S. P. Blanc, Passed Midshipman H. H. Scott, Assistant Surgeon W. J. Addison, Pilot James West.

I have directed that these officers and two of the crew, captured on the 24th instant, be sent north as prisoners of war (the remainder of the men will be confined on board one of our vessels here, and will be sent north by the first opportunity unless claimed by the army to whom they surrendered) by the U. S. S. *Florida*, now about to sail for New York, and delivered by Acting Volunteer Lieutenant-Commander William Budd, commanding the *Florida*, to the custody of the commandant of the navy yard at that port, or such persons as he shall designate, reporting the same to the Department, together with a correct list and description of her officers.

The crew of this Confederate vessel will undoubtedly all be captured, as those now at large are still believed to be lurking in the swamps, and are closely pursued.

The engines of the *Webb*, as well as her chains, anchors, battery, etc., will be saved in good order, and are apparently but little injured.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Brigadier-General Sherman, U. S. Army, to the commanding officer at Fort Livingston, for the interception of the escaping crew of the ram.

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, April 26, 1865.

SIR A party of about ten of the crew of the rebel ram *Webb* has passed into the canal and it is supposed will attempt to escape into the Gulf near Fort Livingston. You will make every effort to intercept and capture them.

I am, sir, respectfully,

WICKHAM HOFFMAN,
Major and Assistant Adjutant-General.

[Captain ALBERT LORING, U. S. Army],
Commanding Officer, Fort Livingston.

[Telegram.]

FORT JACKSON, April 26, 1865.
(Received 9 a. m.)

Dispatch saying crew rebel ram had passed into canal 42 miles below New Orleans received. Have sent to notify Fort Livingston.

A. J. FITZWATER,
Major, Commanding.

Major WICKHAM HOFFMAN,
Assistant Adjutant-General.

Report of Brigadier-General Sherman, U. S. Army, of the arrest of enlisted men belonging to the crew of the ram.

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
New Orleans, April 26, 1865.

I have the honor to report the return of Capt. G. W. Curry, Tenth Illinois Cavalry, who was sent with a squadron of cavalry night before last to apprehend the refugees of the ram *Webb*. He has succeeded in arresting 26 of them, who I have ordered to be turned over to the commissary of prisoners, they being all, as he informs me, enlisted men. He has been directed to send a written report with the descriptions of the men.

Very respectfully, your obedient servant,

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

ASSISTANT ADJUTANT-GENERAL,
Department of the Gulf.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Acting Volunteer Lieutenant-Commander Budd, U. S. Navy, commanding U. S. S. Florida, for the transportation to New York of officers of the ram.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal street, New Orleans, April 26, 1865.

SIR: You will receive on board of the U. S. S. *Florida*, under your command, the following rebel officers, recently of the Confederate ram *W. H. Webb*, destroyed by fire below the city, and deliver them as prisoners of war to the custody of the commandant of the navy yard, New York, or to such persons as he may designate.

You will take such measures for their safe keeping as your prudence may suggest, forwarding to the Honorable Secretary of the Navy, on your arrival, a correct list and description of these prisoners, together with a copy of this order.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.
Acting Volunteer Lieut. Commander Wm. BUDD, U. S. Navy,
Commanding U. S. S. *Florida*, New Orleans.

[Enclosure.]

Descriptive list of prisoners, officers of the late C. S. ram *W. H. Webb*, April 25, 1865.

Name.	Rank.	Where born.	State of which a citizen.	Age.
Charles W. Read.....	First lieut., commanding...	Miss	Miss	24
William H. Wall.....	First lieutenant	Va.	do	26
S. P. Blanc.....	Master.....	La	La	20
W. J. Addison.....	Assistant surgeon	D. C	Md	26
H. H. Scott.....	Passed midshipman	Va.	Cal	21
James West.....	Pilot.....	Tenn	La	46
Charles Preston.....	Fireman.....	Mo	Mo	23
Henry Helne.....	Wardroom boy	New Orleans..	La	15

Report of Acting Rear-Admiral Lee, U. S. Navy, commanding Mississippi Squadron, transmitting reports of commanding officers of blockading vessels.

MISSISSIPPI SQUADRON, FLAGSHIP TEMPEST,
Mouth of Red River, May 6, 1865.

SIR: The *Webb*, a small rebel vessel, carrying two or three guns, 217 bales of cotton, and 50 barrels of rosin or turpentine, ran out of Red River on the night of the 23d of April, and without doing any damage on the way other than cutting some of the telegraph wires, continued down the river until intercepted by the *Richmond* the next afternoon, 25 miles below New Orleans, when she was run ashore and destroyed by those on board. She was fired at as she came out of Red River by the *Manhattan*. The *Lafayette* pursued her to Bayou Sara, and the *Ouachita* followed her from Donaldsonville to the place of her destruction, passing New Orleans two hours after the *Webb*. The *Vindicator* was undergoing repairs to her boilers at Red River, and had she been in order the *Webb* would not have escaped so far. There was a partial chase by other vessels which it was not desirable for them to continue, as they were thereby led off from their beats where they were watching for Jeff. Davis, his cabinet, and plunder.

The darkness of the night, the great speed of the *Webb*, and the swift current favored her escape at the mouth of Red River, where she was seen but for a few minutes. The numerous transports and trading steamboats constantly passing on this river, many of the latter operating up the tributaries (there are at this time fourteen of them up the Yazoo with cotton permits), favored her escape and prevented her timely recognition by some of the gunboats of the two lower divisions, in which there are but few vessels, as they are not needed on that part of the river, owing to the number of army posts and pickets below Baton Rouge.

Lieutenant-Commander Lull, finding that the river telegraph line had been cut below Baton Rouge, sent a gunboat to Donaldsonville with a telegram to the authorities at New Orleans announcing the escape of the *Webb*, which, with another telegram to the same purport from Lieutenant-Commander Fitzhugh, was sent by the inland telegraph line to New Orleans, and an answer received before 10 a. m. the 24th. Ample notice was thus given of her approach and the *Webb* was fired on by the men-of-war at New Orleans as she passed.

I enclose copies of the following reports, etc., in relation to this affair, namely, (1) April 25, Lieutenant-Commander Fitzhugh; (2) April 28, Lieutenant-Commander Grafton, enclosing reports from Lieutenant-Commander Lull, Acting Volunteer Lieutenants Ely and Wells, and Acting Master Adams (A. B. C. D.); (3) May 4, Lieutenant-Commander Foster; (4) April 24, Lieutenant-Commander Fitzhugh* to Colonel Fiske; (5) Colonel Fiske's telegram* to General Sherman at New Orleans, and (6) General Sherman's reply,† all dated April 24.

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

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. OUAHITA,
Donaldsonville, La., April 25, 1865.

SIR: I have to inform you that yesterday morning, just before daylight, a white army tug was reported coming down the river, and some time after the through packet *Fashion*. On boarding the latter the officer learned that the rebel ram *Webb* had come out of Red River and passed down. From the manner in which the information was communicated the officer supposed the *Webb* had surrendered and was on her way to New Orleans under guard. When it was reported to me that the steamer first mentioned was the *Webb*, I supposed it was a river boat of that name. On learning to the contrary, I sent a dispatch to Colonel W. O. Fiske, commanding this post, informing him of what had occurred and requesting him to telegraph immediately to the authorities at New Orleans, which he did, using the inland line by way of Thibodeaux, and receiving an answer before 10 a. m.

This vessel was lying at the bank repairing her guard at the time and I was necessarily somewhat delayed in getting underway, which

* See p. 142.

† See p. 143.

I proceeded to do, feeling certain that if the *Webb* were in rebel hands she could not pass New Orleans, and would probably not make the attempt before night. Shortly after getting underway I was notified that the *Webb* had landed a party and cut the telegraph line in one or more places, claiming to be a Federal vessel, and carrying the United States flag at half-mast.

Arriving at New Orleans, I was stopped by the senior naval officer present, who authorized me to proceed down after the *Webb*, which was two hours in advance. About 15 miles below the city I learned that the *Webb* had been blown up, but kept on, and presently saw the *Webb* in flames and nearly destroyed. I then returned to this point.

The *Alexandria* was lying this side of College Point, and the *Argosy* at Bonnet Carré, 40 miles below, but neither of them suspected the character of the *Webb* till some time after she had passed.

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

W. E. FITZHUGH,

*Lieutenant-Commander, U. S. Navy,
Commanding First District Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

U. S. S. MANHATTAN,
Off Red River, April 28, 1865.

SIR: I arrived at this vessel on the evening of the 25th instant. Enclosed I forward the report of Lieutenant-Commander Lull regarding the running of the blockade by the rebel steamer *Webb*, out of Red River. Reliable information has been received that the *Webb* was run on shore and destroyed about 25 miles below New Orleans.

Respectfully, your obedient servant,

EDW. C. GRAFTON,

*Lieutenant-Commander, Commanding Third District
Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

[Subenclosures.]

U. S. S. TENNESSEE,
Off Mouth Red River, April 28, 1865.

SIR: The accompanying reports of Acting Volunteer Lieutenant R. B. Ely, temporarily commanding the U. S. S. *Manhattan*, and of Acting Master C. W. Adams, executive officer of this vessel, in regard to the escape of the rebel ram *Webb* from Red River on the night of the 23d instant, are respectfully forwarded.

I was temporarily absent with the tug *Dahlia*, having gone to Morganza, and failing there, to Baton Rouge, for the purpose of sending a telegraphic message to General Hurlbut for the purpose of expediting the departure of dispatches from General Grant to the rebel general, E. Kirby Smith, which dispatches were to be sent by a rebel flag-of-truce boat, then lying at this point, or, rather,

permission was to be obtained by her for the officer in charge of the dispatches to proceed to Shreveport with them. I reached Baton Rouge at about 1.30 a. m. of Monday, proceeded at once to the telegraph office, but the operator was unable to get a response from the other end. I went to a hotel to await an answer, and in about one hour afterwards the commanding officer of the tug *Hyacinth*, stationed at Bayou Sara, came down and reported to me that a suspicious vessel had passed Bayou Sara, followed some distance behind by the gunboat *Fort Hindman*. The suspicious vessel had carried ordinary lights and had not attracted attention until the arrival of the *Fort Hindman* in chase, when the commanding officer of the *Choctaw* concluded the chase was the *Webb*. She had passed very rapidly, so much so that the *Choctaw*, lying at that point, deemed pursuit entirely useless, and the *Fort Hindman* was so far behind that she also gave up the chase. On receiving this report I immediately repaired on board the U. S. S. *General Price*, and there learned that a vessel bearing the description of the *Webb* had passed down, showing an ordinary transport's lights, but having no suspicions of what she was the officer of the deck had not reported her to the commanding officer.

While I was still on board the *General Price*, an army transport arrived with a dispatch from Lieutenant-Commander Foster, stating that the *Webb* was supposed to have escaped. I proceeded with the army officer who bore the message to the headquarters of the commanding general, and from there to the telegraph officer to get the message to New Orleans and intermediate points, if possible; found that no communication could be had, and concluded, as afterwards proved to be true, that the wires had been cut. Acting Volunteer Lieutenant Wells, of the *General Price*, then proposed to start with his vessel to send the messages from the first point where communication could be had, and also to overtake the *Webb*, in case she had stopped at any point below, which I approved, and he started at once.

I enclose a letter received from him, showing how he executed his mission.

I believe that it was owing to his dispatch, sent in a roundabout way from Donaldsonville to New Orleans, that the vessels at that point were apprised of the approach of the *Webb*. After dispatching the *General Price*, I returned to this point as soon as possible, fearing that the rebel ironclad *Missouri* might also have come out of Red River.

The *Webb* is well known to have been capable of enormous speed for short distances, probably as great as 25 miles an hour downstream, or even more, and I conclude from the reports of those who saw her passing various points that she, in every case where she had a dangerous point to pass, ran her steam up to a high pressure for the spurt.

I am, very respectfully, your obedient servant,

EDWD. P. LULL,

Lieutenant-Commander, Comdg. pro tem
3d Div. Mississippi Squadron.

Lieutenant-Commander EDWD. C. GRAFTON,
Commanding Third District Mississippi Squadron.

U. S. MONITOR MANHATTAN,
Off Red River, April 26, 1865.

SIR: I have to report that on the evening of the 23d instant, this vessel being anchored about one-fourth of a mile below the mouth of Red River and near the western bank of the Mississippi, at 8:45 a dense cloud of black smoke was discovered by the officer of the deck (Acting Ensign C. H. Sinclair) coming out of the mouth of Red River. This officer at once beat to quarters. In one minute from the time the gong was first struck the crew were at their quarters, the port chain slipped, hatches closed, shackle off the starboard chain, and the ship ready for action. The smoke was now seen to be that of a vessel coming out of Red River and within 500 yards of this vessel, off the starboard bow, and going full speed down the river. I fired the howitzer to bring her to, and at once ordered the XV-inch guns to be trained at the strange vessel, the guns at the time being trained on the port beam. The turret was immediately revolved, and No. 1 gun was fired, as soon as it could be brought to bear, at the stranger, then only distinguishable in the darkness by the black smoke off our starboard quarter. I am not able to state whether this shot took effect or not.

Knowing that it would be useless to follow so swift a vessel with the *Manhattan* and believing that the rebel ironclad *Missouri* would soon follow the strange vessel, which I believed to be the *Webb*, I thought it advisable to remain at the mouth of Red River in readiness to attack her.

As soon as the XV-inch gun had been fired, I made, by Coston signals, General Signal No. 570, "Strange vessel in sight, positively an enemy." I received answer from the *Lafayette* No. 4 "Act on your discretion," and immediately afterwards No. 83 "Are you in want of assistance?" I answered, No. 75, "Yes."

I then threw up one rocket to alarm the vessels below, and in a few minutes afterwards I fired two more in quick succession: In the meantime the U. S. S. *Gazelle*, which vessel had been lying off Hog Point, La.,* had got underway and was coming alongside. As soon as she was within hail, I told her commanding officer that the *Webb* had run down the river and ordered him to report the fact at once to Captain Foster, and say to him that I awaited his further orders. As soon as the *Gazelle* had made her report, the U. S. steamers *Lafayette*, *Vindicator*, and *Lexington* got underway and stood down the river. The U. S. steamers *Gazelle*, *Samson*, and *Champion* were ordered by Captain Foster to anchor near me, and I was ordered to remain where I was and look out for the *Missouri*.

Having ordered all the vessels to be ready for instant action, at 11 p. m. I beat the retreat, keeping our watch at their quarters for the remainder of the night. Nothing further, however, of importance occurred.

I am, most respectfully, your obedient servant,

ROBERT B. ELY,

Acting Volunteer Lieutenant, Commanding Manhattan pro tem.

Lieutenant-Commander E. P. LULL,

Commanding Third District, Mississippi Squadron.

*About 2 miles below mouth of Red River.

U. S. S. GENERAL PRICE,
Off Bayou Sara, Miss. [La.], April 26, 1865.

SIR: I have the honor to inform you that the *Webb* cut all the wires on the east side of the river above New Orleans. I sent your dispatches from Donaldsonville by the way of Thibodeaux. Ascertaining by telegraph that the *Webb* had not passed [New] Orleans, I kept on after Captain Fitzhugh, who was down river. Twenty miles above [New] Orleans I met the *Argosy*, bound up, Captain Morong, commanding; that ship informed me that the squadron at [New] Orleans had fired into the *Webb* as she passed, but she went by. Twenty-five miles below [New] Orleans she met the sloop of war *Richmond*, ready to receive her, and after receiving one broadside from that ship, the captain of the *Webb* ran her into the bank and blew her up, all the crew escaping except three, who were captured. I send this, together with a telegraphic dispatch, by the tug from this place, which leaves in a few minutes.

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

W. R. WELLS,
Acting Volunteer Lieutenant, Commanding.

EDWARD P. LULL,
*Lieutenant Commander, U. S. Navy,
Commanding Third Division.*

—
U. S. IRONCLAD TENNESSEE,
Off Mouth of Red River, April 29, 1865.

SIR: I have the honor to make the following report:

During your temporary absence in the tug *Dahlia* on Sunday, April 23, at 8:50 p. m., it was reported to me from the officer of the deck, Acting Ensign Andrew A. Ward, that there was black smoke at the mouth of Red River. I immediately went on deck and distinguished the smoke as coming from some vessel that was proceeding at great rate down the Mississippi River.

The U. S. monitor *Manhattan*, lying near the mouth of Red River, blew two whistles for the strange vessel to heave to, but not complying, the *Manhattan* fired the howitzer. I immediately went to quarters, finding the stranger did not stop, and gave orders to spread fires and stand by to slip our cables. We were all ready for action inside of two minutes, but as we were lying close to the eastern bank of the river, we could not bring a gun to bear before the stranger was out of our reach. I have every reason to believe the strange vessel was the rebel ram *Webb*, and as we were not equal to the task of overtaking her, I remained at my station, to be in readiness for the rebel ironclad *Missouri*, thinking she might come out. It was impossible for us to discover any steamer through the darkness, as the stranger was close to the western bank of the river, shielded from our sight by the shade of the trees. The course of the stranger could only be followed by the dense column of black smoke as it rose above the trees.

The *Manhattan* fired a XV-inch at the stranger, but it did not have the desired effect. At 9:10 the U. S. steamers *Lafayette* and *Vindi-*

cator passed down the river in chase. The crew slept at their quarters during the night. Nothing else of importance occurred.

I have the honor to be, very respectfully,

CHAS. W. ADAMS,

Acting Master and Executive Officer.

Lieutenant-Commander E. P. LULL,

Commanding Third Division pro tem.

U. S. S. LAFAYETTE,

Off Mouth of Red River, May 4, 1865.

SIR: I regret very much to inform you that on the night of the 23d ultimo the rebel steamer *Webb* came out of the mouth of Red River, passing through the third, second, and first districts of the Mississippi Squadron. When she came out she was running at a speed of 25 or 30 miles an hour. I have no doubt that the boats placed at the mouth of Red River did their duty to the best of their ability.

On discovering the smoke in the mouth of Red River, I immediately ordered every pound of steam that they could carry to be gotten up on the U. S. steamers *Lafayette* and *Lewington*. Both vessels were ready for action in thirty seconds. Immediately on the signal being made I got underway in the *Lafayette* and pursued the *Webb* as far as Bayou Sara, a distance of 40 miles.

On my arrival at Morganza I tried to telegraph to New Orleans, but the wires were out of order and I could not. I immediately proceeded down the river as far as the *Choctaw*, and there learned that Mr. Muncy had sent a dispatch to Baton Rouge by a transport. I also sent a dispatch by tug to Captain Lull, who was at Baton Rouge, telling him to telegraph to New Orleans immediately.

Finding it useless to pursue any farther I returned to my district. I gave orders to the *Tennessee* and *Manhattan* to keep a strict guard on the mouth of Red River to prevent any other vessel attempting to run out.

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

JAS. P. FOSTER,

Lieutenant-Commander, U. S. Navy, Comdg. Fourth Dist.

Mississippi River.

Acting Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron.

Order of Commodore Palmer, U. S. Navy, to Commander Crosby, U. S. Navy, to guard the channel off Fort Morgan against the entrance of the ram.

U. S. FLAGSHIP STOCKDALE,

Off Mobile, Ala., April 25, 1865.

SIR: The rebel ram *Webb* having run out of Red River and passed the city of New Orleans, it is thought she may possibly make for this bay. You will, therefore, proceed with the vessel under your command to the channel off Fort Morgan, taking with you the *Chickasaw* and *Itasca*. Should, however, the *Chickasaw* not be able to get out,

you will take in her stead the *Genesee*, and cooperate with the fort in her destruction. Instruct the commanding officer of the *Itasca* and, if necessary, the *Genesee* to accompany you.

Very respectfully,

J. S. PALMER,
Commodore, Commanding First Division West Gulf Squadron
Commander PEIRCE CROSBY,
Commanding U. S. S. *Metacomet*, off Mobile, Ala.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding contract made for the wrecking of the ram.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., April 26, 1865.

SIR: I have the honor to inform the Department that I have contracted on behalf of the United States with Mr. Spencer Field, of the diving bell boat company of New Orleans, for the wrecking of the late Confederate steamer *William H. Webb*, the wreck of which is a prize to the Navy, one-half of the property saved to the Government and the other half to the salvors, all expenses to be paid by the latter.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

STEAMER CITY OF CAIRO,
Cairo, April 29, 1865, 6:30 p. m.
(Received 30th.)

At 9 a. m. on the morning of the 23d instant the rebel ram *Webb* ran out of Red River, passing all our gunboats and ironclads at the mouth; passed down the Mississippi at great speed. Lieutenant-Commander Foster, on gunboat *Lafayette*, started in pursuit, followed by the ram *Vindicator*. The *Webb* came near destroying the steamer *Saratoga*. The object is to destroy all boats south of Red River and then escape to the Gulf. She is very fast, built in New York, and is a seagoing vessel. The telegraph was destroyed below Baton Rouge, so that she would arrive at New Orleans without notification. I left Helena on the morning of 28th. No boat from New Orleans for two days. The *Sultana* was last boat. I will be in St. Louis to-morrow evening.

A. McD. McCook,
Major-General.

Major-General JOHN POPE.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to a board of officers for a survey of premises in New Orleans injured by shots fired at the ram.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., April 27, 1865.

GENTLEMEN: You are hereby appointed a board to survey the premises in the lower part of the city of New Orleans damaged by a 10-inch shot from the *Port Royal* while firing at the rebel ram *Webb* on the 24th instant.

You will make an estimate of the amount to be paid for the damages sustained and report to me in duplicate.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Captain T. P. GREENE, U. S. Navy.

Lieutenant-Commander BANCROFT GHERARDI, U. S. Navy.

Fleet Carpenter GEO. E. BURCHAM, U. S. Navy.

Report of board of officers of a survey of premises in New Orleans injured by shots fired at the ram.

U. S. NAVAL HEADQUARTERS,
New Orleans, May 2, 1865.

SIR: In obedience to the accompanying order we have surveyed the premises therein mentioned and find the house of H. Ecklunand injured by the shot fired at the rebel ram *Webb*, passing through the chimney and roof and out at the opposite end of the building, just under the eaves. Fifty dollars would, in our estimation, repair the damage done. The house of John Garity was injured by the same shot, which entered the house through the roof, carrying away the main beam on which the rafters rest, passing through a partition in the room below, carrying away the tester of a bed, and passing out through the side of the house, throwing down some 6 or 8 feet of wall. One hundred and fifty dollars would, in our estimation, repair the damage done said house.

Very respectfully,

THEO. P. GREENE,
Captain.
BANCROFT GHERARDI,
Lieutenant-Commander.
GEO. E. BURCHAM,
Carpenter, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Letter from the Acting Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding claims for damages from shots fired at the ram.

NAVY DEPARTMENT, *June 2, 1865.*

SIR: The Department has received your letter of the 6th ultimo (No. 99), in relation to the damage done to the property of individuals by shots fired at the rebel steamer *Webb*.

Claims for damages so caused can not be adjudicated and settled, either by the commander of the squadron or the Department, and the claimants must apply to some other tribunal or to Congress.

I am, respectfully, your obedient servant,

G. V. FOX,

Acting Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron, New Orleans.

Order of Captain Greene, U. S. Navy, to Acting Volunteer Lieutenant-Commander Smith, U. S. Navy, for the transportation to Philadelphia prisoners from the ram.

U. S. FLAGSHIP STOCKDALE,

West Gulf Squadron, off Mobile Bay, Ala., May 18, 1865.

SIR: You will receive on board the U. S. S. *Bermuda*, under your command, the following-named prisoners of war from the late rebel ram *Webb*, and convey them to Philadelphia, retaining them on board until you receive orders from the honorable Secretary of the Navy for the disposition to be made of them:

A. B. Dubrock, signal operator; J. W. Billups, master's mate; L. M. Darr [Duer ?], signal operator; Benj. S. Lewis, master's mate; Geo. R. Marsh, third assistant engineer; Thos. B. Travers, gunner; Wm. Smith, second assistant engineer; Jos. F. Walters, third assistant engineer; Harry S. Lewis, third assistant engineer; John Lewis, pilot; A. P. Ritchard, carpenter without appointment; J. B. Hunter, second-class fireman.

Very respectfully,

THEO. P. GREENE,

Captain, Commanding Naval Forces, New Orleans.

Acting Volunteer Lieutenant-Commander J. W. SMITH,

Commanding U. S. S. Bermuda.

Abstract log of the U. S. S. *Lackawanna*, Captain George F. Emmons, U. S. Navy, commanding.

April 24, 1865.—Off New Orleans, La. At 9 a. m. received information of a rebel ram coming down the river. Cleared away battery and loaded with solid shot. At 12:30 p. m. rebel ram *William H. Webb* came down the river. Opened on her with solid shot, four of which struck. *Ossipee*, *Pembina*, and *Port Royal* also opened fire on her. *Hollyhock* and *Florida* went in pursuit. At 3:45 p. m. the *Ouachita* (tinclad), of Admiral Lee's fleet, came down the river, reporting the *William H. Webb* having passed, and was

ordered down in chase, though three and one-half hours astern of her. At 7 p. m. *Hollyhock* and *Florida* returned, announcing the burning and destruction of the *William H. Webb*.

April 25.—Sent men aboard *Hollyhock* to wreck the *William H. Webb*. At 8 p. m. *Hollyhock* returned with wrecking party and six prisoners, who were transferred to the *Richmond*.

Abstract log of the U. S. S. *Richmond*, Captain Theodore P. Greene, U. S. Navy, commanding.

April 22, 1865.—In Mobile Bay and to sea.

April 23.—Crossed the bar at South West Pass and stood up the Mississippi River and anchored above Quarantine.

April 24.—Anchored to repair engine at 12:30 p. m. At 2 p. m. a suspicious looking side-wheel steamer, with no colors, came in sight around a point on our starboard bow. Seeing this vessel, stranger, put back behind the point and fired three guns. Went to general quarters. Strange steamer was then run on shore, set on fire, and abandoned. Proved to be the rebel ram *William H. Webb*. Steamer *Hollyhock* came down the river; spoke us and informed us that the *Webb* ran out of Red River last night, passing through our fleet at the mouth of that river and at New Orleans without injury. At 4:25 p. m. the *Webb* blew up. Picked up 11 bales of floating cotton.

April 25.—8 to midnight: The following officers, belonging to the rebel ram *Webb*, were brought on board from the *Lackawanna*: Lieutenant C. W. Read, commanding ram; Lieutenant W. H. Wall, Master S. P. Blanc, Passed Midshipman H. H. Scott, Assistant Surgeon W. J. Addison, Pilot James West.

April 27.—Sent rebel prisoners to Florida for passage North. *Florida* stood down river.

Abstract log of the U. S. S. *Florida*, Acting Volunteer Lieutenant William Budd, U. S. Navy, commanding.

April 24, 1865.—Off New Orleans, La. At 11:45 flagship signaled for the fleet to be at quarters. At 12 m. a steamer passed down the river and was fired at by the vessels lying upstream. As soon as she passed us she hoisted the rebel colors, and in a few moments was lost to sight around the bend. 2:30 p. m., in obedience to orders from the flagship, slipped port chain and hove up starboard anchor and steamed down the river in chase of the Confederate steamer *William H. Webb*. At 4 p. m. met the U. S. S. *Hollyhock*, who reported the *William H. Webb* run on shore by the U. S. S. *Richmond*. Saw the *Webb* on shore and on fire. Turned around and steamed back toward New Orleans. At 4:30 p. m. saw the rebel steamer *William H. Webb* blow up. At 7:20 arrived at levee, New Orleans.

April 25.—9 p. m. Henry Heine and Charles Preston, prisoners of war, were received from the U. S. S. *Lackawanna*.

April 27.—11 a. m. got underway and steamed down the river.

May 6.—Arrived at New York yard.

May 9.—At 2:30 p. m. sent Lieutenant Commanding Read, Lieutenant Wall, Master Blanc, Surgeon Addison, and Midshipman Scott, officers of the Confederate steamer *William H. Webb* and prisoners of war, to the military authorities.

Report of Lieutenant Read, C. S. Navy, commanding C. S. S. *William H. Webb*.

C. S. S. WEBB,
Alexandria, Red River, April 22, 1865.

SIR: In pursuance of the instructions given me by you, I have reported, together with the officers ordered with me, to Lieutenant Commanding Jonathan H. Carter for duty on this vessel. Accordingly I took command of this ship, relieving Lieutenant Commanding J. L. Phillips on the 31st ultimo. On assuming command I found the vessel totally unprepared for the service upon which I was ordered to take her, without a single gun on board, little or no crew, no fuel, and no small arms, save a few cutlasses, and as the vessel was some eighty miles below Shreveport on her way here, I was obliged to return to the first-named place, where I expected to obtain all my wants from General Kirby Smith, commanding this department. I was not deceived in my hopes of General Smith's assistance, that general immediately issuing orders for every facility to be given me toward the fitting out of the vessel.

From him I procured one 30-pounder Parrott for a bow pivot, and two small iron 12-pounders, that may serve me in bringing to vessels, etc. Carpenters were obtained and hastened in their work, as the rapid fall in this river made me apprehensive of serious impediment to the future execution of my instructions. On returning down the river I filled up every available place in the ship with wood, not finding more than one day's coal, which, together with the wood, will give me fuel for about five days. I have likewise taken on board 190 bales of cotton, which serves as a very efficient shield to the machinery, backed, as it is, by 12 inches of pine bulkhead, entirely surrounding the engine room. The great amount of wood I have been obliged to stow, with the cotton, causes an average draft of 9½ feet—about 2 feet more than when light. This increase in depth immerses the buckets on the wheel so much as to enforce the necessity of lifting much weight in the passage of the buckets from the water up, thus impeding the progress of the vessel a little, which could be gotten over had I the time to shift the buckets a few inches farther up the wheel arms. Accompanying is a roll of the officers and men now on board. I regret the necessity of leaving without Lieutenants Roby and McDermott and Assistant Paymaster Vasser, who have not yet reported, though long since ordered.

I have but two engineers understanding the machinery of the vessel, and two young third assistants whom I can not trust alone in the engine room for some time as yet; the two former will therefore be obliged to remain on watch whilst going out and whilst the double engines are unconnected, it not being advisable to work them connected when there exists a probability for rapid maneuvering.

When going through Mobile I applied to Flag-Officer Farrand for two engineers, there then being several on no important duty, but

that officer showed so little disposition to grant my request that I was obliged to proceed without them, notwithstanding that Mr. Frick, chief engineer of station, informed me that those for whom I had applied could easily be spared. Thus apprised of my condition, you will be enabled to better account for any accident that may result from the step I propose taking to-night, starting from this point down, so as to reach the mouth of the Red in time to commence the downward passage of the Mississippi to-morrow about 8 p. m. Off the mouth of the Red lies the *Tennessee*, *Manhattan* (monitor), and *Lafayette*, ironclads, and one boiler-iron plated gunboat, the *Gazelle*. The distance from the mouth of the Red to the mouth of the Mississippi is about 300 miles, and at regular distances in most of this length there are one or two of the enemy's gunboats. To be the first to notify these of my approach is my chief aim; toward effecting this I have arranged with General Thomas to cut the wires as far down as Plaquemine by 8 p. m. to-morrow. I shall myself cut the wires below that place, and shall take every precaution to prevent the forts (Jackson and St. Philip) from being informed of my movements, as these formidable fortifications will have to be passed in daylight. As I will have to stake everything upon speed and time, I will not attack any vessel in the passage unless I perceive a possibility of her arresting my progress. In this event I am prepared with five torpedoes (100 pounds), one of which I hold shipped on its pole on the bows. The cipher key to my future communications with you has been placed in the hands of Lieutenant Commanding Jonathan Carter, who will forward the same. I must acknowledge the readiness with which Lieutenant Commanding Carter has answered to my applications for assistance.

I am, respectfully, your obedient servant,

C. W. READ,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy.

Captain Carter had in view sometime since the movements which I now propose to make. He had the torpedoes completed, and the lumber to make the necessary bulkheads was being sawed. These preparations were of great assistance to me.

Very respectfully, your obedient servant,

C. W. READ,
Lieutenant, Commanding.

[Enclosure.]

C. S. S. WEBB,
Alexandria, La., April 22, 1865.

A correct list of the officers and men attached to this vessel:

First Lieutenant Charles W. Read, commanding; First Lieutenant W. H. Wall, Master S. P. Blanc, Passed Midshipman H. H. Scott, Assistant Surgeon W. J. Addison, Gunner T. B. Travers; Acting Master's Mates J. W. Billups, B. Lewis; Acting Boatswain George Hale, Second Assistant Engineer William Smith; Third Assistant Engineers George Marsh, H. S. Lewis, Joseph F. Walters; Pilots John Lewis, J. W. West; Signal Operators L. M. Duer[?], A. Dubrock.

Crew.—William Biggio, Q. M.; H. Oliver, Q. M.; J. Kelly, Q. M.; J. C. Osborne, S. Stew.; Charles Rook, W. R. C.; W. Taffe, W. R. S.; John Cox, S. Stew.; M. Hyde, mate; W. J. Turner, fireman; J. C. Hunter, fireman; P. McLaughlin, fireman; J. Brigham, O. S.; S. Sheffield, O. S.; B. Murphy, fireman; J. Berthard, fireman; E. Burnes, C. H.; J. Keith, O. S.; J. S. McDonald, C. H.; W. R. Davis, Lds.; T. C. Rice, Lds.; J. H. Jernigan, Lds.; L. Williams, Lds.; G. W. Rouse, C. H.; Charles Preston, Lds.; J. W. Fletcher, Lds.; N. B. Harper, Lds.; T. J. Thompson, Lds.; L. McQueen, Lds.; A. H. Thurston, Lds.; J. N. Cornelius, C. H.; J. H. Chambers, Lds.; D. A. Morgan, M. at A.; W. A. Hancock, C. H.; J. W. Hall, Lds.; A. Wise, Lds.; M. Davis, Lds.; Thomas Moore, Lds.; G. H. Davis, Lds.; G. B. Haitly, Lds.; A. P. Haynes, S. S.; H. Hines, 1st C. B.; G. A. Walker, Lds.; R. W. Moffitt, Lds.; J. M. Taylor, Lds.; J. P. Anderson, Lds.; B. F. McDaniel, Lds.; N. B. Riggins, Lds.; G. R. McDaniel, Lds.; H. O. Dunham, Lds.; J. S. Stewart, Lds.; E. Richards, C. M.

Report of Lieutenant Carter, C. S. Navy, regarding the departure of the ram from Alexandria, La.

C. S. S. MISSOURI,
Alexandria, La., April 28, 1865.

SIR: I have the honor to state that the C. S. S. *Webb*, commanded by Lieutenant C. W. Read, left this place at 4 a. m. on the 23d instant for the purpose of proceeding to sea via New Orleans. I have since learned that she succeeded in passing New Orleans, but 24 miles below that place she met the U. S. S. *Richmond*. The *Richmond* fired a broadside into the *Webb*, when Lieutenant Read ran the latter vessel into the left bank, set her on fire, and succeeded in escaping, with all of his officers and crew except two of the latter, who were captured by the enemy. The vessel was a total loss. No further information has reached me.

The *Missouri* is still at this place, but as the military authorities manifest a disposition to abandon lower Red River I shall be compelled, perhaps, to move up the river. It is my present intention to select some point above, where the river is narrow, and where the *Missouri* will be much more formidable than she is at this place.

The surrender of General Lee has produced some demoralization in this Department, but I am gratified to state that it is limited to those who are not in the Army.

I am, very respectfully, your obedient servant,

J. H. CARTER,
Lieutenant, Commanding Naval Defenses,
Western Louisiana.

Hon. S. R. MALLORY,
Secretary of the Navy.

Executive Order revoking all restrictions on commercial intercourse.

EXECUTIVE CHAMBER,
Washington, April 29, 1865.

Being desirous to relieve all loyal citizens and well-disposed persons residing in insurrectionary States from unnecessary commercial restrictions, and to encourage them to return to peaceful pursuits; it is hereby ordered:

1. That all restrictions upon internal, domestic, and coastwise commercial intercourse be discontinued in such parts of the States of Tennessee, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, and so much of Louisiana as lies east of the Mississippi River, as shall be embraced within the lines of national military occupation, excepting only such restrictions as are imposed by acts of Congress and regulations in pursuance thereof, prescribed by the Secretary of the Treasury, and approved by the President; and excepting, also, from the effect of this order the following articles, contraband of war, to wit:

Arms, ammunition, all articles from which ammunition is manufactured, gray uniforms and cloth, locomotives, cars, railroad iron, and machinery for operating railroads, telegraph wire, insulators, and instruments for operating telegraphic lines.

2. That all existing military and naval orders, in any manner restricting internal, domestic, and coastwise commercial intercourse and trade with or in the localities above named, be, and the same are hereby revoked; and that no military or naval officer, in any manner, interrupt or interfere with the same, or with any boats or other vessels engaged therein, under proper authority, pursuant to the regulations of the Secretary of the Treasury.

ANDREW JOHNSON.

Officially copied, respectfully furnished, by the direction of the President, to the honorable the Secretary of the Navy for his information and guidance.

W. A. BROWNING,
Private Secretary.

EXECUTIVE OFFICE, May 1, 1865.

List of vessels of the West Gulf Squadron, May 1, 1865.

Name.	No. guns.	Class.	Commanding officer.	Present duty or station.
Albatross.....	6	Screw	Lieut. Comdr. C. S. Norton ..	Coast of Texas.
Althea	1	.....do	Actg. Ensign F. A. G. Bacon..	Sunk in Blakely River.
Anderson, W. G.....	9	Bark	Actg. Master H. Tibbitts.....	Off Mobile.
Antona	6	Screw	Actg. Vol. Lieut. J. F. Harden.	Coast of Texas.
Arkansas	5	.....do	Actg. Vol. Lieut. D. Cate.....	New Orleans.
Aroostook	7	.....do	Lieut. Comdr. Jos. S. Skerrett.	Do.
Arthur	6	Bark	Actg. Master J. E. Stannard..	Pensacola Bay.
Bloomer.....	2	Paddle whl.	Actg. Master's Mate A. Whit- ing.	East Pass, Pensacola Bay.
Bohlo	1	Brig	Actg. Master W. M. Stannard.	Pensacola Bay.
Buckthorn	3	Screw	Actg. Ensign F. Ellms.....	Mobile.
Carrabasset.....	6	Stern wheel.	Actg. Vol. Lieut. E. Leonard..	Berwick Bay.
Cayuga	7	Screw	Lieut. Comdr. H. Wilson.....	Coast of Texas.
Charlotte.....	2	Schooner...	Actg. Master's Mate A. Whit- ing.	East Pass, Pensacola Bay.
Chickasaw	4	Ironclad....	Lieut. Comdr. Geo. H. Perkins.	Mobile.
Choctaw	4	Screw	Lieut. Comdr. R. W. Meade, jr.	New Orleans.
Cincinnati.....	13	Ironclad....	Lieut. Comdr. Geo. Brown....	Alabama River.
Cornubia	5	Paddle whl.	Actg. Vol. Lieut. J. A. John- stone.	Coast of Texas.

List of vessels of the West Gulf Squadron, May 1, 1865—Continued.

Name.	No. guns.	Class.	Commanding officer.	Present duty or station.
Corypheus	3	Schooner ...	Actg. Master and Pilot J. H. Collins.	Off Dog River Bay.
Cowslip	3	Paddle whl.	Actg. Master W. T. Bacon....	New Orleans.
Dinsmore, A	4	Screw	Actg. Vol. Lieut. M. B. Crowell.	Coast of Texas.
Elk	6	Stern wheel.	Actg. Vol. Lieut. N. Kirby....	Selma.
Estrella	6	Paddle whl.	Actg. Master G. P. Pomeroy...	New Orleans.
Fearnot	None	Ship	Actg. Master A. Rich.....	Do.
Fort Gaines	4	Stern wheel.	Actg. Master J. R. Hamilton...	Lake Pontchartrain.
Fort Jackson	11	Paddle whl.	Capt. B. F. Sands.....	Off Galveston, Tex.
Genesee	8	do	Lieut. Comdr. J. Irwin	Off Mobile.
Gertrude	8	Screw	Actg. Vol. Lieut. Benj. C. Dean.	Coast of Texas.
Glasgow	2	Paddle whl.	Actg. Master E. Kemble.....	New Orleans.
Glide	6	Stern wheel.	Actg. Master L. S. Fickett....	Berwick Bay.
Grand Gulf	11	Screw	Com. J. Downes.....	Coast of Texas.
Hollyhock	3	Paddle whl.	Pilot Benj. Tarbell	New Orleans.
Ida	2	Screw .....	.....	Sunk off Mobile.
Jasmine	2	do	Actg. Ensign F. J. Brenton....	Pensacola Bay.
J. P. Jackson	6	Paddle whl.	Lieut. Comdr. A. R. Yates....	Mississippi Sound.
Kanawha	4	Screw	Lieut. Comdr. B. B. Taylor....	Coast of Texas.
Katahdin	3	do	Lieut. Comdr. C. H. Greene....	New Orleans.
Kennebec	5	do	Lieut. Comdr. T. Abbot	Coast of Texas.
Kickapoo	8	Ironclad....	Lieut. Comdr. M. P. Jones....	Mobile.
Kittatlnny	6	Schooner ...	Actg. Ensign N. J. Blasdel...	Pensacola Bay.
J. C. Kuhn	6	Bark	Actg. Master G. F. Wilkins...	Do.
Lackawanna	14	Screw	Capt. Geo. F. Emmons	New Orleans.
Metacomet	10	Paddle whl.	Comdr. P. Crosby	Off Mobile.
Meteor	6	Stern wheel.	Actg. Vol. Lieut. Comdr. T. B. DuBois.	Blakely River.
Milwaukee	4	Ironclad....	.....	Sunk in Blakely River.
Narcissus	1	Screw	Actg. Master W. Harcourt....	Pensacola Navy Yard.
New London	5	do	Actg. Vol. Lieut. W. Godfrey..	Coast of Texas.
Nyanza	9	Paddle whl.	Actg. Vol. Lieut. C. A. Boutelle.	Selma.
Octorara	10	do	Lieut. Comdr. W. W. Low	Tombigbee River.
Onelda	12	Screw	Comdr. T. H. Stevens.....	Coast of Texas.
Osage	2	Ironclad....	.....	Sunk in Blakely River..
Ossipee	10	Screw	Comdr. Wm. E. Le Roy	New Orleans.
Owasco	4	do	Actg. Vol. Lieut. Comdr. L. W. Pennington.	Coast of Texas.
Pampero	6	Ship	Actg. Master Oliver Colburn..	South West Pass, Mississippi River.
Pembina	6	Screw	Lieut. Comdr. J. G. Maxwell.	New Orleans.
Penobscot	4	do	Lieut. Comdr. A. E. K. Benjamin.	Coast of Texas.
Penguin	7	do	Actg. Vol. Lieut. Jas. R. Beers.	Do.
Pink	3	do	Actg. Master S. Belden.....	Off Mobile.
Pinola	4	do	Lieut. Comdr. H. Erben.....	Coast of Texas.
Pocahontas	6	do	Lieut. Comdr. R. R. Wallace..	New Orleans.
Port Royal	10	Paddle whl.	Lieut. Comdr. B. Gherardi....	Do.
Portsmouth	21	Sloop	Lieut. Comdr. S. R. Franklin.	Do.
Potomac	42	Frigate	Comdr. A. Gibson.....	Pensacola Bay.
Preston	3	Screw	Actg. Vol. Lieut. Jas. R. Wheeler.	Coast of Texas.
Princess Royal	7	do	Comdr. M. B. Woolsey.....	Do.
Quaker City	7	Paddle whl.	Comdr. Wm. F. Spicer.....	New Orleans.
Richmond	22	Screw	Capt. T. P. Greene.....	Do.
Rodolph	6	Stern wheel.	.....	Sunk in Blakely River.
Rose	2	Screw	Actg. Ensign W. D. Maddocks.	Mobile.
Sam Houston	1	Schooner ...	Actg. Vol. Lieut. and Pilot M. Freeman.	Mobile Bay.
Sciota	4	Screw	Actg. Vol. Lieut. J. W. Magune.	Sunk off Mobile.
Sebago	9	Paddle whl.	Lieut. Comdr. D. B. Harmony.	Junction of Tombigbee and Alabama rivers.
Selma	4	do	Actg. Vol. Lieut. Felix McCurley.	New Orleans.
Seminole	8	Screw	Comdr. A. G. Olary.....	Coast of Texas.
Stockdale	6	Stern wheel.	Actg. Vol. Lieut. Thos. Edwards.	Mobile.
Tallahatchie	6	do	Actg. Master T. J. Linnekin...	Do.
Trefoil	2	Screw	Actg. Master C. C. Wells....	Mobile Bay.
Tritonia	8	Paddle whl.	Actg. Vol. Lieut. Geo. Wiggin.	Off Mobile.
Vincennes	10	Sloop	Actg. Vol. Lieut. Wm. M'Gloin.	Off Ship Island.
Virginia	7	Screw	Actg. Vol. Lieut. C. H. Brown.	Coast of Texas.
Winnebago	4	Ironclad....	Lieut. Comdr. W. A. Kirkland.	Junction of Tombigbee and Alabama rivers.
Wood, M. A.	3	Schooner ...	Actg. Master A. C. Starrett....	Mobile Bay.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, to proceed to Mobile Bay.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., May 1, 1865.

SIR: You will proceed with the U. S. S. *Ossipee*, under your command, to Mobile Bay and report your arrival to the commander in chief of the West Gulf Squadron.

Very respectfully,

H. K. THATCHER,
Acting Rear Admiral, Commanding West Gulf Squadron.

Commander WM. E. LE ROY, U. S. Navy,
Commanding U. S. S. Ossipee, New Orleans, La.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing the arrival at Pensacola of the U. S. S. R. R. Cuyler in disabled condition.

No. 84.] WEST GULF SQUADRON,
U. S. Flagship Stockdale, off City of Mobile, May 2, 1865.

SIR: I have the honor to report to the Department the arrival at Pensacola on the 23d ultimo of the U. S. S. *R. R. Cuyler*, in a completely disabled condition.

I forward herewith (marked Nos. 1 and 2) copies* of the reports of Commander Caldwell and his chief engineer, in order that the Department may perceive what dependence can be placed upon this vessel as an effective cruiser in the West Gulf Squadron.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Order of the Secretary of the Navy to acting Rear-Admiral Thatcher, U. S. Navy, regarding the reduction of force in the West Gulf Squadron.

NAVY DEPARTMENT, May 3, 1865.

SIR: Movements in the Southwest indicate that Galveston may be soon surrendered without a conflict, in which case there will be no necessity for maintaining the present large force in the Gulf. The moment that Galveston comes into our possession, whether by surrender or otherwise, you will send home one-half of your squadron, selecting for the purpose those most in need of repairs.

There are doubtless many volunteer officers in the squadron who wish to resign, and many men whose times are nearly up. You will select these, as far as practicable, to bring home the vessels. Of the

* Not necessary to publish.

officers of the regular service, preference might be given to those who have served longest on the station.

You will order all iron vessels (of those to come home) to Philadelphia, most of the others in equal proportions to Philadelphia and New York, but none to any point south of Philadelphia.

The Department directs the discontinuance as soon as possible of the present arrangements for, and system of, repairing vessels at New Orleans.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, commending the conduct of Commodore Palmer upon withdrawal of the latter from the West Gulf Squadron.

No. 91.]

WEST GULF SQUADRON,
U. S. Flagship Stockdale, Mobile, Ala., May 3, 1865.

SIR: The Department was informed by Commodore Palmer, under date of February 10, 1865, that he would avail himself of the permission granted by it to return North after the fall of Mobile, and as he is now about to leave this squadron, I beg leave to say that he has rendered me most efficient and untiring service throughout the attack upon the defenses of the city, which has resulted so favorably to our arms, and I am indebted to him for the admirable manner in which the vessels to be employed for this service were prepared under his supervision previous to my arrival on the station, and I part with him with reluctance and regret.

It was the belief of the enemy that it would be impossible for our monitors and gunboats to cross the Blakely River Bar, owing to the shallowness of the water, but should we succeed in doing so, their hope rested in our entire destruction by the innumerable torpedoes with which they had filled the river, combined with their marsh batteries, and they well knew that our success in overcoming these obstacles would be fatal to them; but by great exertions night and day under fire we succeeded. Commodore Palmer commanded the first division, consisting of the monitors and *Octorara*, and successfully ascended the Blakely with them, coming down the Tensas directly in front of the city, the remainder of the gunboats led by the flagship convoying General Granger's command, for the purpose of making a joint attack on flank and front. These movements having been anticipated by the enemy, led to the evacuation, and although Commodore Palmer did not have the satisfaction of bombarding the city, he had placed himself in position to do so effectually, had not the rebels deprived him of the opportunity by flight.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Thatcher, U. S. Navy, regarding measures for the protection of citizens of Mississippi.

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, Ala., May 3, 1865.

SIR: I have the honor to acknowledge the receipt of your communication of this date, transmitting copy of report of Lieutenant-Commander Yates, commanding U. S. S. *Jackson*, referring mainly to the citizens at Pass Christian, Mississippi City, Handsboro, Biloxi, and East Pascagoula, their apprehension of trouble from deserters, stragglers, and paroled prisoners from the rebel Army, and their desire for protection by the authorities of the United States.

By the enclosed copy of my General Field Orders, No. 30, paragraph 5, you will perceive that East Pascagoula has been embraced in "the present line of occupation," and that persons and goods are, to a certain extent, permitted to pass to and from New Orleans. An overland telegraph line from this place to New Orleans is now being constructed, and as soon as it reaches the localities referred to, an infantry and cavalry force will be sent there, not only for the protection of the line, but to repress or prevent any of the disorders complained of.

Very respectfully, your obedient servant,

ED. R. S. CANBY,
Major-General.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, U. S. S. *Stockdale*.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Thatcher, U. S. Navy, requesting his presence at the surrender of Lieutenant-General Taylor, U. S. Army.

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, Ala., May 3, 1865.

ADMIRAL: I have the honor to state for your information that Lieutenant-General Taylor, commanding the Department of Alabama, Mississippi, and East Louisiana, agrees to surrender his forces upon the same conditions as were given to General Lee's army. The arrangement will probably be consummated to-morrow at Citronelle, where I have agreed to meet General Taylor for the purpose. If not inconsistent with your engagements, I should be pleased to have you accompany me to the place of conference.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron,
U. S. S. *Stockdale*, off Mobile.

Letter from the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, transmitting information regarding yacht Nymph, supposed to be concerned in the escape of Confederate officials.

NAVY DEPARTMENT, May 4, 1865.

SIR: I enclose herewith a copy of a communication, dated the 29th ultimo, received from the deputy collector of customs at Chincoteague Island, John Caulk, esq., relative to the suspicious character of the yacht which has recently sailed from New York, ostensibly for Matamoras, but it is thought may be concerned in a plan for the escape of the insurgent leaders.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral HENRY K. THATCHER,
Commanding U. S. West Gulf Squadron, New Orleans.

Letter from the Secretary of the Navy to John Caulk, esq., acknowledging information regarding the yacht Nymph.

NAVY DEPARTMENT, May 4, 1865.

SIR: The Department has received your letter of the 29th ultimo, respecting the yacht *Nymph*, which you think is concerned in a movement to assist Jeff. Davis and others to escape, and have sent a copy of it to Acting Rear-Admiral H. K. Thatcher, commanding the West Gulf Squadron.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

JOHN CAULK, Esq.,
Deputy Collector, Chincoteague Island.

Surrender of Commodore Farrand, U. S. Navy, commanding the Confederate naval forces in Mobile Bay, May 4, 1865.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, commanding West Gulf Squadron.

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off Mobile, Ala., May 6, 1865.

SIR: I have the honor to inform the Department that on the night of the 4th instant I received written propositions from Commodore Ebenezer Farrand, commanding the Confederate naval forces in these waters, to surrender to me all the rebel naval forces, officers, men, and public property yet afloat under his command and now blockaded by a portion of our naval forces in the Tombigbee River, and desiring a meeting with me to arrange the terms of surrender to the United States. I accordingly met Commodore Farrand at Citronelle, a point about 35 miles above this city, and accepted his proposals on

the same basis and terms granted by Lieutenant-General Grant to Lieutenant-General Lee, by General Sherman to General Johnston, and by Major-General Canby to Lieutenant-General Richard Taylor, the latter surrender having taken place at the same point and time, General Canby being present. Some days will necessarily elapse before all the arrangements can be completed for the reception of the Confederate officers, men, vessels, and property, when further details, with copies of all correspondence and the written agreement and obligations, will be officially made known to the Department.

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

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Letter from Commander Simpson, U. S. Navy, to Commodore Farrand, C. S. Navy.

NANNA HUBBA BLUFF,

Tombigbee River, Alabama, May 10, 1865.

SIR: In accordance with the memorandum made at Sidney, Ala., May 4, 1865, between yourself and Acting Rear-Admiral H. K. Thatcher, for the surrender of the vessels, officers, and men under your command, I have been deputed by Admiral Thatcher to carry out the same, and I am now ready to meet the officer appointed by you for this purpose.

Very respectfully, your obedient servant,

E. SIMPSON,

*Commander, U. S. Navy, Fleet Captain
of the West Gulf Squadron.*

Commodore EBENEZER FARRAND,
*Commanding Confederate Naval Force
in the waters of the State of Alabama.*

Detailed report of Acting Rear-Admiral Thatcher, U. S. Navy, with enclosures.

WEST GULF SQUADRON,

Flagship Stockdale, off City of Mobile, May 15, 1865.

SIR: In my dispatch No. 94, dated the 6th instant, I informed the Department that Commodore Farrand had surrendered the rebel naval forces under his command.

The day previous to the proposition for surrender, preparations had been made to attack the rebel vessels in the Tombigbee with this fleet, and which attack would undoubtedly have been made had Commodore Farrand withheld his surrender another day.

The memorandum of the agreement for surrender between that officer and myself was signed on the 4th instant in duplicate, and a copy of it is herewith enclosed (marked No. 1).

On the 8th instant, in accordance therewith, I deputed Commander E. Simpson, fleet captain, to proceed to the Tombigbee River and

receive the surrender, furnishing him with written instructions, a copy of which is enclosed (marked No. 2).

The formal surrender took place on the 10th instant at Nanna Hubba Bluff, on the Tombigbee River, the full particulars of which are given in the report of Commander Simpson, to which the attention of the Department is called (enclosed marked No. 3).

A copy of the list of the officers paroled accompanies this dispatch (marked No. 4*). There were other officers attached to the command of Commodore Farrand who were absent on leave, given previous to the agreement to surrender, whose names of course do not appear on this list, though on the rolls of the paymasters of the different rebel vessels. As these officers come in, their paroles will be taken and their names subsequently forwarded.

I also enclose copies of the paroles given by commanding officers for men surrendered (marked Nos. 5, 6, 7-18).

The *Morgan*, *Baltic*, and *Black Diamond* are now anchored off the city, and surveys of these vessels, and the *Nashville*, embracing their hulls, armament, condition, etc., are now in progress, which will be forwarded as soon as practicable. The *Nashville* is aground at the junction of the Alabama and Tensas rivers, and can not be got off until a rise in the rivers.

None of the above vessels are coppered, and of course are unfit to cruise in salt water.

In accordance with the sixth clause of the agreement of the 4th instant, that after the surrender, transportation and subsistence would be furnished by me for officers and men to the nearest practicable point to their respective homes, I have directed Commander S. D. Trenchard, of the *Rhode Island*, to receive on board certain of the officers surrendered under this agreement, a list of whom is herewith enclosed (marked No. 9), and deliver them to Hampton Roads to the senior officer present, and, after forwarding from that point this and other dispatches to the Department, to proceed in obedience to his original orders to New York.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.]

Memorandum of the conditions of the surrender made at Sidney, Ala., May 4, 1865.

First. The officers and men to be paroled until duly exchanged or otherwise released from the obligations of their parole by the authority of the Government of the United States.

Duplicate rolls of all officers and men surrendered to be made, one copy to be delivered to the officer appointed by Acting Rear-Admiral H. K. Thatcher, and the other retained by the officer appointed by Commodore E. Farrand; officers giving their individual parole and

* Enclosures 4-9 omitted.

commanders of vessels signing a like parole for the men of their respective commands.

Second. All vessels of war, their guns and equipments, all small arms and ammunition and stores on board the said vessels to be delivered over to the officer appointed for that purpose by Acting Rear-Admiral Thatcher. Duplicate inventories of the property surrendered to be prepared, one copy to be retained by the officer delivering and the other by the officer receiving it for our information.

Third. The officers and men paroled under this agreement will be allowed to return to their homes with the assurance that they will not be disturbed by the authorities of the United States so long as they continue to observe the conditions of their paroles and the laws in force where they reside, except that persons residents of Northern States will not be allowed to return without special permission.

Fourth. The surrender of the property will not include the side arms or private baggage of officers.

Fifth. The time and place of surrender will be fixed by us, respectively, and will be carried out by officers appointed by us.

Sixth. After the surrender, transportation and subsistence to be furnished by Acting Rear-Admiral H. K. Thatcher for officers and men to the nearest practicable point to their respective residences.

H. K. THATCHER,
Acting Rear-Admiral, U. S. N.,
Commanding West Gulf Squadron.
EBENEZER FARRAND,
Flag-Officer, Commanding C. S.
Naval Forces in Waters of Alabama.

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off City of Mobile, May 8, 1865.

SIR: Having signed and exchanged copies of an agreement with Commodore E. Farrand, commanding officer of the vessels of the C. S. Navy in the waters of the State of Alabama on the 4th instant, the terms of which are contained in the enclosed document, you will proceed with the U. S. S. *Cincinnati* to the Tombigbee River, the point designated for the surrender of the vessels under the command of Commodore Farrand, and receive from the officer appointed by Commodore Farrand the said vessels, their guns, equipments, and stores, the paroles of officers for themselves individually and for the seamen, marines, etc., on board thereof, who were under the command of Commodore E. Farrand on the 4th instant.

Having received the surrender of the said vessels, their appurtenances and stores, you will cause them to be brought down to a safe anchorage in front of the city of Mobile and there report to me. Should any of the paroled officers or men desire to remain where they now are, they may do so; the others, in accordance with the terms of surrender, will receive transportation and subsistence to the nearest practicable point to their respective homes.

The steamers designated in verbal orders will accompany you to the Tombigbee. Suitable officers, engineers, and crews to navigate

the surrendered vessels will accompany you to the place of surrender, and they alone will man them.

Very respectfully,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Commander EDWARD SIMPSON,

Fleet Captain West Gulf Squadron.

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off Mobile, Ala., May 11, 1865.

SIR: I have the honor to report that, in obedience to your order, I proceeded in the ironclad steamer *Oincinnati* on the 9th instant up the Tombigbee River to Nanna Hubba Bluff, for the purpose of receiving the surrender of the vessels under the command of Commodore Ebenezer Farrand, of the C. S. Navy. The ironclad steamer *Chickasaw* and the tinclad *Nyanza* accompanied the *Oincinnati*.

On the morning of the 10th instant the vessels had all assembled at the bluff.

Lieutenant Commanding J. Myers, the officer appointed by Commodore Farrand to make the surrender, came on board, and after some consultation with me on the points of the conditions of the surrender, surrendered the following vessels, viz: *Morgan*, side-wheel gunboat; *Nashville*, side-wheel ironclad; *Baltic*, side-wheel transport; *Black Diamond*, side-wheel river boat.

I received inventories of the stores on board each vessel, as well as an inventory of stores brought from the naval station, which were stowed on board of the river steamboat *Southern Republic*, which vessel had been seized by Commodore Farrand for the purpose of receiving these articles when the naval station at Mobile was evacuated.

A letter from the captain of the *Southern Republic* accompanies this report. The only use that I have made of the vessel was to transport the Confederate officers and men to Mobile.

I received the accompanying rolls of all the officers and men, after which I paroled 112 officers, 285 enlisted men, and 24 marines. The officers gave their individual paroles in duplicate, and the commanding officers of the vessels gave their paroles for the men of their respective commands.

Having completed the duty on which I was ordered, I have returned to Mobile with a portion of the vessels.

I enclose the memorandum of the conditions for the surrender, a copy of my instructions, and a copy of the instructions given to Lieutenant Commanding J. Myers by Commodore Farrand, also the inventories of the stores, etc., received.

Very respectfully, your obedient servant,

E. SIMPSON,

Fleet Captain West Gulf Squadron.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron.

Order of Commodore Farrand, U. S. Navy, to Lieutenant Myers, U. S. Navy, charged with carrying out the terms of surrender.

HEADQUARTERS NAVAL COMMAND,

Steamer Southern Republic, McDowell's Landing, May 6, 1865.

SIR: You will proceed to Nanna Hubba Bluff for the purpose of carrying out the terms of surrender of the naval forces under my command, agreed upon on the 4th instant, a copy of which is herewith enclosed.

Very respectfully, your obedient servant,

EBEN FARRAND,
Flag-Officer, etc.

Lieutenant Commanding JULIAN MYERS, U. S. N.,
Steamer Southern Republic.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, requesting additional vessels to replace those unfit for sea service.

No. 92.]

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off City of Mobile, May 5, 1865.

SIR: In forwarding the enclosed report of survey on the machinery of the U. S. S. *Richmond*, I have to regret that she is the last of the formidable vessels of this squadron that I believed to be efficient for cruising or as port guard vessels. The *Ossipee* and the *Lackawanna* (the reports of survey of which were recently forwarded to the Department) having become unfit for further service at sea without repairs, I would respectfully request the Department to cause these vessels to be relieved by others of at least equal force, particularly as operations on the coast of Texas are now in progress, and all the vessels now there, or which I have at my disposal for sea service, are of comparatively light armament and unfit for bombardment.

Some of the light-draft vessels on that coast are nearly run down by long and constant steaming. The wooden gunboats now employed in this bay and waters adjacent are only fit for such service, and are too weak in their hull for other than smooth waters.

I have determined to retain the *Richmond*, *Lackawanna*, and *Ossipee* as port guard vessels until the pleasure of the Department shall be known in their respective cases.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Commander Stevens, U. S. Navy, forwarding enclosures regarding funeral honors paid to the memory of President Lincoln by representatives of foreign governments in Mexico.

U. S. S. ONEIDA, [May, 1865.]

SIR: I have the honor to enclose herewith copies of communications accruing from the funeral honors paid to the memory of his Excellency the late President of the United States.

My visit was opportune, and both the English and French naval representatives of their respective governments did, I am happy to assure you, their best to do full honor to the occasion.

The Mexican colonel commanding at Bagdad expressed what I think were proper sentiments of regret, but owing to the place being in a state of siege, he could not join in the salute, as ordered by the honorable Secretary of the Navy. However, he displayed his colors at half-mast during the entire day.

Officially and personally, the interchange of national courtesies has, I think, been agreeable to all parties participating.

Some rebel sympathizers at Bagdad endeavored to make themselves obnoxious, but the military authorities of the place took them in charge.

I had the pleasure of meeting the commercial agent on the occasion.

In the free interchange of opinions between the representatives of other governments and myself, I acquired a good deal of valuable information of a diplomatic character, which I shall make known to you when I have the honor of meeting you, or, in the event of delay, upon your requisition.

I have the honor to be, your obedient servant,

T. H. STEVENS, *Commander.*

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Blockading Squadron.

[Endorsement.]

Letter was written probably at Bagdad, Mexico, which is the other side of the Rio Grande. It is a question how far we should recognize the imperial forces in Mexico.

[Enclosures.]

BAGDAD, May 6, 1865.

I stated myself as agreeable to the kind solicitation which I had the honor to receive from you yesterday, that this place should manifest its grief for the death of the excellent sir President of the United States of America, Mr. Lincoln, but I did not remember at the moment that the place is in a state of siege, a reason for which a salute can not be fired.

I am confident, sir captain, that you, with your military experience and discreet judgment, will perceive immediately that it is prohibited to me [to use] the artillery in such circumstances, notwithstanding I consulted his Excellency General Mijia, and to this time I have not received his answer.

Do not allow this incident, captain, to cause you to doubt that the Imperial forces which garrison this place know how to appreciate the feelings of a people which loses one of its most eminent citizens.

This circumstance causes me to offer you my consideration and distinguished esteem.

SALVADOR YGLESIAS,
Colonel Commandant of the Place.

CAPTAIN OF THE VESSEL OF WAR OF THE UNITED STATES IN THE
GULF OF MEXICO.

H. M. S. WOLVERENE,
Rio Grande, May 6, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of this date, conveying your thanks to me as the representative of her Britannic Majesty's Government for what you rightly gather to be my desire to do full honor to the occasion.

I beg to express the satisfaction I feel at the opportunity the visit of the United States sloop of war *Oneida* to this anchorage has afforded me of manifesting by full participation in the funeral honors paid to the memory of the late President of the United States; my abhorrence of the deed which has been the cause of your national loss.

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

A. F. R. DE HORSEY,
Captain and Senior Naval Officer in the Gulf of Mexico.

Commander T. H. STEVENS,
U. S. Sloop of War Oneida.

Report of Commander Stevens, U. S. Navy, regarding the Department's order that funeral honors be paid to the memory of President Lincoln.

U. S. S. ONEIDA,
Off the Rio Grande, Tex., May 9, 1865.

SIR: I have the honor to inform you, upon receipt of your order directing funeral honors to be paid to the memory of his Excellency the late President of the United States, I proceeded to the southern confines of the Republic for the purpose of giving the representatives of her Britannic Majesty's Government and his Imperial Majesty's Government an opportunity to participate in the honors of the sad occasion.

The Mexicans expressed the desire to participate, but they did not have the means.

I am, sir, very respectfully, yours.

T. H. STEVENS,
Commander.

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

Report of Commander Spicer, U. S. Navy, commanding U. S. S. Quaker City, announcing arrival of that vessel at Philadelphia.

U. S. S. QUAKER CITY,
Off U. S. Navy Yard, Philadelphia, May 10, 1865.

SIR: I have the honor to report my arrival at this point for repairs, in obedience to orders from Acting Rear-Admiral H. K. Thatcher, a copy of which is herewith enclosed.

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

WM. F. SPICER,
Commander, Commanding.

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

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Le Roy, U. S. Navy, in view of the rumored movements of U. S. ram Stonewall and of Jefferson Davis and Cabinet.

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off Mobile, Ala., May 9, 1865.

SIR: I enclose herewith copies of communications * received this day from the Department in relation to the rebel ram *Stonewall* and Jeff. Davis and his Cabinet.

You will take all means in your power to prevent surprise by the ram and the escape of Jeff. Davis.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Commander WM. E. LE ROY,
Commanding U. S. S. *Ossipee*, off Fort Morgan, Mobile Bay.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commodore Palmer, U. S. Navy, granting permission to go North.

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off City of Mobile, May 12, 1865.

COMMODORE: In accordance with permission granted you by the honorable Secretary of the Navy to return North on being relieved from command of this squadron, or to remain, at your option, and as Mobile has now fallen (in the accomplishment of which you have so largely and gallantly contributed), you have permission to return North by the earliest conveyance, and on your arrival there you will report to the Department by letter, enclosing a copy of this order.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Commodore J. S. PALMER,
Commanding First Division West Gulf Squadron,
off City of Mobile.

* See Series I, Volume 17, pp. 835 and 836.

Letter from Colonel Barrett, U. S. Army, to Captain Stevens, U. S. Navy, requesting naval support at Boca Chica, Tex.

HEADQUARTERS UNITED STATES FORCES,
Brazos, May 13, 1865—12:30 a. m.

CAPTAIN: I am instructed by the colonel commanding to say that he has good cause to believe that the rebels will attack our forces early to-morrow morning at Boca Chica, and, as we have no long-range guns, he directs me to request that you drop down to within supporting distance of that place with as little delay as possible, in order to render any assistance that you can with your large guns, if necessary.

Hoping you will comply with the request,

I am, most respectfully, your obedient servant,

I. B. RUSH,

Acting Assistant Adjutant-General.

Captain STEVENS,

*Commanding U. S. Sloop of War Oneida,
off Brazos Santiago, Tex.*

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report of Acting Master Starrett, regarding removal of obstructions in Mobile Bay and Blakely and Tensas rivers.

No. 107.]

WEST GULF SQUADRON,

U. S. Flagship Stookdale, off Mobile, Ala., May 13, 1865.

SIR: I have the honor to enclose the report made to me by Acting Master Starrett, in charge of ordnance stores on this bay, of his operations in destroying the heavy obstructions placed by the rebels in the ship channel leading from Dog River Bar to Mobile, and also in the Blakely and Tensas rivers. I am under great obligations to this office for his untiring exertions to accomplish this desirable end, as well as to the commanding officers of the vessels named in his report, who so ably aided him in this work, and I take pleasure in commending them to the Department.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. MARIA A. WOOD,
Mobile Bay, Ala., April 17, 1865.

SIR: I have the honor to report that in accordance with your order of the 11th instant, I went on board of the U. S. tugboat *Rose* with my apparatus for removing sunken obstructions, and the same afternoon I reported for duty to Commodore Palmer, commanding First Division West Gulf Squadron, on board of U. S. S. *Glasgow*. I commenced operations on the obstructions in the channel of the

Blakely, or Tallahatchie River on the same evening, and after eighteen hours of unremitting and assiduous labor the obstructions, consisting of a heavy scow laden with bricks and surrounded by piles driven down in such a manner as to prevent the action of the current from sweeping the sunken vessels away, were entirely removed, and that portion of our fleet which had crossed the Blakely Bar were enabled to pass on their way to the city of Mobile.

On the morning of the 14th I commenced on the obstructions in the channel of Spanish River, on the west side of the bay, and after working on them for three days I am happy to say that our hopes were crowned with perfect success and a channel of 10½ feet in depth and 175 feet in width was formed. The soundings were taken at low tide, and as the tide has a rise and fall of 18 inches or 2 feet, there will never be any difficulty for vessels to cross it which are enabled to cross the bar below the line of obstructions.

When we take into consideration the nature of the sunken vessels which were removed and the apparently small expense accruing, we have every reason to rejoice at our complete success.

The timbers of the vessels which obstructed the channels on both sides of the bay were of massive proportions, many of them being 2 feet square and bolted together by heavy iron bolts and secured by chain cables to huge piles driven down to a great depth, yet all the elaborate preparations and security given them by the rebels were of no avail. They were blown to atoms, and the proper channels to and from the city of Mobile are once more open to commerce.

In my operations I have used 3,000 pounds of powder, and the torpedoes or charges which I made use of were improvised from tin cans, pickle barrels, boats' breakers, or any water-tight vessel of sufficient capacity to contain the bursting charge.

I can not refrain from thanking, through you, Lieutenant-Commanders Low, Irwin, and Brown for the cheerful and necessary cooperation and assistance they rendered me, without which I should have been unable to accomplish so much in that short space of time.

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

ADRIAN C. STARRETT,

Acting Master, in Charge of Ordnance, Mobile Bay.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding orders for the U. S. S. Manhattan, in view of arrival of U. S. ram Stonewall at Nassau, New Providence.

MISSISSIPPI SQUADRON,

Flagship Tempest, Mississippi River, May 13.

ADMIRAL: The Navy Department has telegraphed me as follows, under date of 12th instant:

Order the *Manhattan* to proceed to New Orleans and report to Acting Rear-Admiral Thatcher for duty. The ram *Stonewall* has arrived at Nassau, [New Providence].

I have given directions accordingly that the *Manhattan* be towed to New Orleans with all dispatch.

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

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Blockading Squadron,

New Orleans (or Senior Naval Officer).

Report of Acting Rear-Admiral Thatcher, U. S. Navy, forwarding ensigns, pennants, and signals from surrendered Confederate vessels.

No. 111.]

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off City of Mobile, May 15, 1865.

SIR: I have the honor to report that I have forwarded this day by the U. S. S. *Rhode Island* all the ensigns, pennants, and signals from the rebel vessels lately surrendered, to wit, the *Nashville* and *Morgan*; the *Baltic* and *Black Diamond* had no flags on board.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Major-General Canby, U. S. Army, regarding the movements of the Confederate ram Stonewall.

HDQRS. MIL. DIVISION OF WEST MISSISSIPPI,

New Orleans, La., May 15, 1865.

GENERAL: The rebel ram *Stonewall* left Havana on the 11th instant ostensibly for Galveston, but may make her appearance on the coast farther east.

Very respectfully, your obedient servant,

C. H. DYER,

Assistant Adjutant-General.

Major-General N. P. BANKS,

Commanding Department of the Gulf, New Orleans.

Report of Major Loring, U. S. Army, announcing readiness for the approach of the C. S. ram Stonewall.

QUARANTINE, May 15, 1865.

(Received 1:20 p. m.)

I am ready for the *Stonewall*. I respectfully suggest that a telegraphic instrument be sent to Fort Jackson. I have to go 5 miles

with my dispatches. I reported four days ago that the instrument was destroyed.

Respectfully, your obedient servant,

E. P. LORING,
Major, Commanding.

Major-General E. R. S. CANBY,
Commanding Military Division of West Mississippi.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, requesting return of howitzer loaned for the attack upon Mobile.

U. S. STEAM SLOOP OSSIPEE,
Mobile Bay, May 15, 1865.

CAPTAIN: One of the launches of this ship, with a howitzer and its furniture, was sent round from New Orleans to participate in the movements against Mobile. If no longer needed, and in these waters, will you please let one of your tugs return our property, and oblige?

Very truly, yours,

WM. E. LE ROY,
Commander, U. S. Navy.

Captain ED. SIMPSON, U. S. Navy,
Fleet Captain West Gulf Squadron.

Vessels attached to West Gulf Squadron May 15, 1865.

Name.	Class.	No. guns.	Commanding officer.	Present duty or station.
Albatross	Screw	7	Lieut. Comdr. C. S. Norton..	Coast of Texas.
Althea	do	1	.....	Sunk by torpedo, raised, and now repairing at Mobile.
Anderson, W. G.	Bark	8	Actg. Master H. Tibbits.....	Mobile Bay.
Antona	Screw	5	Actg. Vol. Lieut. J. F. Harden.	Off Pass Cavallo, Texas.
Arkansas	do	3	Actg. Master J. Ross (pro tem.)	New Orleans, repairing.
Aroostook	do	7	Lieut. Comdr. Jos. S. Skerrett.	Do.
Arthur	Bark	6	Actg. Vol. Lieut. Jos. E. Stannard.	Pensacola Bay.
Bloomer	Stern wheel	2	Mate A. Whiting.....	Do.
Bohio	Brig .....	.....	Actg. Master W. M. Stannard.	Mississippi Sound.
Buckthorn	Screw	2	Actg. Ensign F. Ellms	Off city of Mobile.
Carrabasset	Stern wheel	6	Actg. Vol. Lieut. E. Leonard ..	Berwick Bay.
Cayuga	Screw	7	Lieut. Comdr. Henry Wilson..	Off Galveston, Tex.
Charlotte	Schooner...	2	Mate A. Whiting.....	Pensacola Bay.
Chickasaw	Ironclad....	4	Lieut. Comdr. Geo. H. Perkins	Off city of Mobile.
Chocura	Screw	4	Lieut. Comdr. R. W. Meade, jr.	New Orleans, repairing.
Cornubia	Side-wheel .	5	Actg. Vol. Lieut. J. A. Johnstone.	Off Galveston.
Corypheus	Schooner...	4	Actg. Master and Pilot J. Robinson.	Off Dog River Bar.
Cowslip	Side-wheel .	2	Actg. Master W. T. Bacon.....	Dispatch boat between Mobile and New Orleans.
Cincinnati	Ironclad....	11	Lieut. Comdr. Geo. Brown....	Off city of Mobile.
Cuyler, R. R.	Screw	12	Comdr. C. H. B. Caldwell.....	Pensacola, for repairs.
Dinsmore, Augusta..	do	4	Actg. Vol. Lieut. M. B. Crowell	Dispatch steamer between Texas coast and New Orleans.
Elk	Stern wheel	6	Actg. Vol. Lieut. N. Kirby....	Off city of Mobile.
Estrella	Side-wheel .	5	Actg. Master G. P. Pomeroy ..	New Orleans, repairs.
Fearnot	Ship	5	Actg. Master A. Rich	New Orleans.
Fort Gaines	Stern wheel	4	Actg. Master J. R. Hamilton ..	Lake Pontchartrain.
Fort Jackson	Side-wheel .	7	Capt. B. F. Sands.....	Off Galveston.
Genesee	do	8	Lieut. Comdr. John Irwin....	Mobile Bay.
Gertrude	Screw	3	Actg. Vol. Lieut. B. C. Dean..	Off Galveston.
Glasgow	Side-wheel .	2	Actg. Master E. Kemble.....	Sunk off Mobile on the obstructions.

Vessels attached to West Gulf Squadron May 15, 1865—Continued.

Name.	Class.	No. guns.	Commanding officer.	Present duty or station.
Glide	Stern wheel	6	Actg. Master L. S. Fickett	Berwick Bay.
Grand Gulf	Screw	11	Comdr. John Downes	Off Galveston.
Hollyhock	Side-wheel	3	Pilot Benj. Tarbell	New Orleans.
Houston, Sam	Schooner	1	Actg. Vol. Lieut. and Pilot M. Freeman.	Off Mobile Bar.
Ida	Screw	2	.....	Sunk off Mobile by torpedoes.
Itasca	do	4	Lieut. Comdr. N. Green	Mobile Bay.
Jackson, J. P.	Side-wheel	2	Lieut. Comdr. A. R. Yates	Mississippi Sound.
Jasmine	Screw	6	Actg. Ensign F. J. Brenton	Pensacola Bay.
Kanawha	do	4	Lieut. Comdr. B. B. Taylor	Pensacola, for repairs.
Katahdin	do	7	Lieut. Comdr. O. H. Greene	San Luis and Velasco.
Kennebec	Screw	5	Lieut. Comdr. T. Abbot	Off Galveston.
Kittatinny	Schooner	6	Actg. Ensign N. J. Blasdell	Mobile Bay.
Kickapoo	Ironclad	4	Lieut. Comdr. M. P. Jones	Off Fort Morgan, Ala.
Kuhn, J. C.	Bark	6	Actg. Master G. F. Wilkins	Pensacola Bay.
Lackawanna	Screw	14	Capt. Geo. F. Emmons	New Orleans for repairs.
Metacomet	Side-wheel	10	Comdr. P. Crosby	Off Mobile.
Meteor	Stern wheel	6	Actg. Vol. Lieut. Comdr. T. B. Du Bois.	Blakely River.
Milwaukee	Ironclad	4	.....	Sunk by a torpedo in Blakely River.
Narcissus	Screw	1	Actg. Master W. Harcourt	Pensacola for repairs.
New London	do	5	Actg. Vol. Lieut. W. Godfrey	Coast of Texas.
Nyanza	Stern wheel	6	Actg. Vol. Lieut. C. A. Boutelle	Mississippi Sound.
Octorara	Side-wheel	10	Lieut. Comdr. W. W. Low	Off city of Mobile.
Oneida	Screw	12	Comdr. Thos. H. Stevens	Rio Grande and Brazos.
Omspee	do	13	Comdr. Wm. E. Le Roy	Off Fort Morgan.
Owasco	do	5	Actg. Vol. Lieut. Comdr. L. W. Pennington.	Coast of Texas.
Osege	Ironclad	2	.....	Sunk by a torpedo in Blakely River.
Pampero	Ship	6	Actg. Master O. Colburn	South West Pass, Mississippi River.
Pembina	Screw	5	Lieut. Comdr. J. G. Maxwell	New Orleans for repairs.
Penguin	do	7	Actg. Vol. Lieut. Jas. R. Beers	Sabine Pass, Texas.
Penobscot	do	4	Lieut. Comdr. A. E. K. Benham	Off Galveston.
Pink	do	3	Actg. Master S. Belden	Off city of Mobile.
Pinola	do	4	Lieut. Comdr. Henry Erben	Off Calcasieu, La.
Pocahontas	do	6	Lieut. Comdr. R. R. Wallace	Off Galveston.
Potomac	Frigate	42	Comdr. A. Gibson	Pensacola Bay.
Port Royal	Side-wheel	10	Lieut. Comdr. B. Gherardi	New Orleans, repairing.
Portsmouth	Sloop	18	Lieut. Comdr. S. R. Franklin	New Orleans.
Princess Royal	Screw	7	Actg. Vol. Lieut. Comdr. C. F. W. Behm.	Off Galveston.
Preston	do	3	Actg. Vol. Lieut. J. R. Wheeler	Do.
Richmond	do	22	Capt. T. P. Greene	New Orleans.
Rodolph	Stern-wheel	.....	.....	Sunk in Blakely River by a torpedo.
Rose	Screw	2	Actg. Ensign W. D. Maddocks	Off city of Mobile.
Sciota	Side-wheel	.....	Actg. Vol. Lieut. J. W. Magune	Sunk by a torpedo, raised, and at Mobile for repairs.
Sebago	do	10	Lieut. Comdr. D. B. Harmony	Off city of Mobile.
Selma	do	4	Actg. Master John H. Allen	New Orleans.
Seminole	Screw	9	Comdr. A. G. Clary	Off Galveston.
Stockdale	Stern wheel	6	Actg. Vol. Lieut. Thos. Ed- wards.	Off city of Mobile.
Tallahatchie	do	6	Actg. Master T. J. Linnakin	Do.
Tritonia	Side-wheel	3	Actg. Vol. Lieut. Geo. Wiggin	Mobile for repairs.
Trefoil	Screw	3	Actg. Master C. C. Wells	Mobile Bay.
Vincennes	Sloop	10	Actg. Vol. Lieut. Wm. M'Gloin	Off Ship Island.
Virginia	Screw	7	Actg. Vol. Lieut. C. H. Brown	Off Galveston.
Winnebago	Ironclad	4	Lieut. Comdr. W. A. Kirkland	Off city of Mobile.
Wood, M. A.	Schooner	3	Actg. Master A. C. Starrett	Mobile Bay.
Baltic	Side-wheel	.....	Lieut. C. L. Huntington (pro tem.).	Surrendered by Commodore Farrand and now off Mo- bile, Ala.
Black Diamond	do	.....	Actg. Ensign N. T. Crocker (pro tem.).	
Morgan	do	8	Actg. Vol. Lieut. N. M. Dyer	
Nashville	Ironclad	4	.....

Letter from the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, forwarding information regarding blockade runners.

NAVY DEPARTMENT, *May 15, 1865.*

SIR: From a recent consular dispatch from Havana it appears that blockade running at Galveston is still carried on with much success. The following are the arrivals reported at Havana, all from Galveston, with cotton:

Lunar, April 15; Wren and Badger, April 21; Fox and Evelyn, April 22; and Denbigh, May 1.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Le Roy, U. S. Navy, regarding the reported departure from Havana of the C. S. ram Stonewall.

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off Mobile, May 16, 1865.

SIR: I have just received the following dispatch from Major-General Canby, dated near New Orleans, May 15, 1865:

The U. S. consul at Havana reports that the rebel ram *Stonewall* left that port on the 11th instant, ostensibly for Galveston. I have warned all commanders on the coast.

Be on your guard, and should she attempt to enter this port do all in your power to cooperate with the forts in destroying her.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

WM. E. LE ROY, OF COMMANDING NAVAL OFFICER,
Near Fort Morgan, Mobile Bay.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, regarding the reported movements of the C. S. ram Stonewall.

U. S. STEAM SLOOP OSSIPEE,
Mobile Bay, May 16, 1865.

ADMIRAL: The commandant of Fort Morgan sent to me this morning a telegraphic communication, received from New Orleans, to the effect that the rebel ram *Stonewall* was reported to have left Havana on the 11th instant, ostensibly for Galveston. In view of the possibility of that vessel coming here, may I suggest an addition of some of the ironclads now at Mobile to the force laying here?

The *Kickapoo*, now here, is complained of by her commander as showing signs of weakness.

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

WM. E. LE ROY,
Commander U. S. Navy.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
Commanding West Gulf Squadron.

Letter from Commander Le Roy, U. S. Navy, to Acting Rear-Admiral Thatcher, U. S. Navy, referring to orders in relation to search of vessels.

U. S. STEAM SLOOP OSSIPEE,
Mobile Bay, May 16, 1865.

ADMIRAL: To enable me to carry out your instructions of the 15th instant in relation to search of vessels, may I suggest that orders be given at Mobile that all vessels be directed to report to the senior officer laying here?

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

WM. E. LE ROY,
Commander, U. S. Navy.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
Commanding West Gulf Squadron.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Captain Le Roy, U. S. Navy, regretting inability to furnish vessels as requested.

U. S. FLAGSHIP STOCKDALE,
Off Mobile, May 17, 1865.

CAPTAIN: Your note in relation to sending additional ironclads to your relief has been received, and in reply have to say that more force would have been sent to you but that the other two monitors are under repairs and are now incapable of moving. I shall, however, dispatch the *Cincinnati*, Captain [George] Brown, with orders to report to you for duty. I very much regret my inability to send the others, but they will be sent as soon as possible for them to move.

I am, very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

Captain W. E. LE ROY,
*Commanding U. S. S. Ossipee,
Senior Naval Officer, off Fort Morgan.*

[Telegram.]

NAVY DEPARTMENT, *May 17, 1865.*

Proceed directly to the Gulf with dispatch.

G. V. Fox,

*Assistant Secretary of the Navy.*Lieutenant-Commander MILTON HAXTUN,
Commanding U. S. S. Mercedita, Norfolk, Va.

*Order of the Assistant Secretary of the Navy to Acting Rear-Admiral
Thatcher, U. S. Navy, regarding the U. S. S. R. R. Cuyler.*

NAVY DEPARTMENT, *May 17, 1865.*SIR: Your No. 81, enclosing reports on the condition of the *R. R. Cuyler* has been received. Send that vessel to New York to be laid up and sold.

Very respectfully, etc.,

G. V. Fox,

*Assistant Secretary of the Navy.*Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

[Telegram.]

HQRS. ARMY AND DIV. WEST MISS.,

*Mobile, May 18, 1865.*Can you spare the *Manhattan*? She is the only vessel on this coast that will be able to meet the *Stonewall*. If you can, will you order her to New Orleans with a view to her being fitted out for Galveston?

E. R. S. CANBY,

*Major-General.*Rear-Admiral S. P. LEE,
Mound City.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding measures of protection against the C. S. ram Stonewall.

U. S. FLAGSHIP STOCKDALE, *May 18, 1865.*MY DEAR SIR: Two of the monitors are undergoing repairs in machinery and are unable to steam. Of course the little wooden gunboats are powerless to resist the attack of a vessel as formidable as the *Stonewall* is represented to be. I must therefore rely upon the forts (Pickens and Barrancas) at Pensacola for her destruction. Should she attempt entering that port, no doubt the artillerists of those fortifications are quite efficient, and will give her a warm reception. At [Fort] Morgan I have the *Kickapoo* (monitor), the *Cincinnati* (ironclad), and the sloops *Ossipee* and *Lackawanna* to aid the fort. Neither of these four is fit for cruising, but will do good serv-

ice at the point where they are now located. I hope Forts Jackson and Powell may be able to manage her, should she be able to get into the Mississippi. It is very painful to me to be left with such miserable craft for defense, but the Department has failed to give me the vessels which I applied for months since. On the Texas coast there will be a sufficient number of vessels in squadron to give her a severe handling, I think, and I doubt if she can enter Galveston on account of her draft; but if she can do so it is certain that her plating, armor, and battery do not amount to much. I am hastening the repairs on the two monitors here, but have been delayed for want of sufficient mechanics.

I am, general, very truly and respectfully,

H. K. THATCHER.

Major-General E. R. S. CANBY,
Commanding Army of West Mississippi, etc.

[Telegram.]

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, May 18, 1865—2 a. m.
(Received 10 a. m. 24th.)

The monitor *Manhattan* and the ram *Tennessee* are the vessels on this coast that can cope with the *Stonewall*. To save time I have asked Admiral Lee to send the *Manhattan* at once to New Orleans to be fitted out for Galveston—that is, if she can be spared. There is nothing on the Georgia coast now but wooden gunboats.

E. R. S. CANBY,
Major-General, Commanding.

Brigadier-General J. A. RAWLINS,
Chief of Staff, Washington.

[Telegram.]

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI.
Mobile, May 18, 1865.

Can you spare the *Manhattan*? She is the only vessel on this coast that will be able to meet the *Stonewall*. If you can, will you order her to New Orleans, with a view to her being fitted out for Galveston?

E. R. S. CANBY,
Major-General, Commanding.

Admiral S. P. LEE,
Mound City, Ill.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the strengthening of the Galveston blockade.

NAVY DEPARTMENT, *May 20, 1865.*

SIR: The increased number of arrivals of blockade runners at various ports, all from Galveston, loaded with cotton, would seem to indicate that there is great weakness on the part of the blockading fleet there.

Seven large steamers have arrived abroad from Galveston in nine days. As this is the only port in the United States where traffic can be carried on to any extent, it is desirable that the majority of vessels and the best officer you have should be on duty as senior officer off that port. Both the *Quaker City* and *Bienville* could have rendered several months' service blockading at Galveston, but as they were sent home and can not be repaired before the army expedition will advance into Texas, they will be sold.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral HENRY K. THATCHER,
Commanding West Gulf Blockading Squadron, New Orleans.

Letter from the U. S. consul-general at Havana to Major-General Banks, U. S. Army, regarding the expected movement of the blockade runner Owl, from Havana for Galveston.

U. S. CONSULATE-GENERAL,
Havana, May 20, 1865.

SIR: The blockade runner *Owl*, Captain Maffitt, under the rebel flag, will leave here for Galveston to-day or to-morrow. On her return from Galveston the *Owl* will come out by the main channel. By following the accompanying directions the *Owl* may be caught: Station a light-draft gunboat on the Northeast Channel (there are 7 feet of water at low tide); run in far enough to keep the Knoll buoy always in sight. If the night is very dark, cross the bar and anchor just inside. Let the *Owl* pass the buoy and cripple her from the start; then come in behind her. Don't trust sailors to look out. To cross the Northeast Bar, bring the light to bear S. W. $\frac{1}{2}$ S. The bar is a long one. There is no danger of the enemy or shoal water. I regard this information as reliable. Will you communicate it at once to the officer in command of the naval forces at New Orleans. The rebel ironclad ram *Stonewall* was given up on yesterday by those having charge of her to the Spanish colonial authorities of the island of Cuba.

I am, very respectfully, your obedient servant,

WILLIAM T. MINOR,
U. S. Consul-General at Havana.

Major-General N. P. BANKS,
Commanding U. S. Forces at New Orleans.

Report of Commodore Palmer, U. S. Navy, transmitting to the Department commendatory letter from Major-General Canby, U. S. Army, upon the withdrawal of the former from the West Gulf Squadron.

NEW YORK, N. Y., May 20, 1865.

SIR. I have the honor to enclose a letter of adieu from Major-General Canby, commanding Military Division of the West Mississippi,

of which I beg your perusal, and request that it may be placed on the files of the Department.

Very respectfully, your obedient servant,

J. S. PALMER,
Commodore, U. S. Navy.

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

[Enclosure.]

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, Ala., May 3, 1865.

COMMODORE: In taking leave of you I desire to express for myself and the officers of this command, our sincere regret at parting and our high appreciation of your services while in command of or connected with the West Gulf blockading squadron. The relations that have existed between the two services for the past year have been of the most intimate and cordial character and have resulted in successes of which the friends of both the Army and the Navy have reason to be proud. In this no one has borne a more active, zealous, and efficient part than yourself, and the kindly official and personal relations that have existed will always be remembered with pleasure.

Very respectfully, your obedient servant,

ED. R. S. CANBY, *Major-General.*

Commodore J. S. PALMER, U. S. Navy.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing the arrival at Mobile of the U. S. tug Clematis.

No. 126.] WEST GULF SQUADRON,
U. S. Flagship Stockdale, off City of Mobile, May 21, 1865.

SIR: I have the honor to report the arrival here to-day, the 21st instant, of the tug *Clematis*, Acting Volunteer Lieutenant S. P. Crafts.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Thatcher, U. S. Navy, requesting a convoy for troops for Apalachicola, Fla.

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, Ala., May 21, 1865.

ADMIRAL: A new military post will be established at Apalachicola, Fla., and the troops selected for that purpose will leave this city in the steamers *Iberville* and *Banks* probably to-morrow. I have the

honor to request that a convoy may be furnished these boats to and from their place of destination.

Very respectfully, your obedient servant,

E. R. S. CANBY, *Major-General.*

Rear-Admiral H. K. THATCHER,

*Commanding West Gulf Blockading Squadron,
off Mobile, Ala.*

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, responding to a request for convoy.

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off City of Mobile, May 21, 1865.

GENERAL: Your communication informing me that a military post would be established at Apalachicola and asking for a convoy for the steamers *Iberville* and *General Banks*, etc., has been received. Orders have been issued to the commanding officer of the *Itasca* to hold himself in readiness to accompany such steamers as you may desire to send. Please inform me when the transports will be ready to move.

Very respectfully, your obedient servant,

H. K. THATCHER,

Actg. Rear-Admiral, Commanding West Gulf Squadron.

Major-General E. R. S. CANBY,

Commanding Army and Division of West Mississippi.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, reporting the C. S. ram Stonewall at Havana.

U. S. FLAGSHIP STOCKDALE,

Off Mobile, May 22, 1865.

GENERAL: I have the honor to inform you that my latest advices from Key West represent the rebel ram *Stonewall* at Havana on the 17th short of men and watched by the U. S. S. *Powhatan* and a gunboat.

I am, very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Major-General E. R. S. CANBY,

*Commanding Military Division of
West Mississippi, Hdqrs. at Mobile.*

[Telegram.]

MOBILE, May 24, 1865.

(Received 12 m. 25th.)

COLONEL: Admiral Thatcher has dispatches that General Magruder commanding district of Texas. desires to open negotiations. His

commissioners will be sent to New Orleans in one of the fastest vessels of Thatcher's squadron at once.

G. GRANGER, *Major-General.*

Lieutenant-Colonel CHRISTENSEN,
Assistant Adjutant-General.

Report of Captain Sands, U. S. Navy, regarding the destruction of the blockade runner Denbigh.

U. S. S. FORT JACKSON,
Off Galveston, Tex., May 24, 1865.

ADMIRAL: I have the satisfaction to report the destruction of the famous blockade runner *Denbigh*, side-wheel steamer, iron, 162 tons. She was discovered from this vessel at early daylight this morning aground on Bird Key Spit, near Bolivar Point. I sent the *Cornubia* and *Princess Royal* to open fire upon her, and boats were sent from *Kennebec* and *Seminole* to board and destroy her, which was effectually done by 7 a. m. A boat from the *Seminole*, in charge of Acting Volunteer Lieutenant Mundy, although the farther off, was the first to board and apply the torch, and she was soon enveloped in flames, the crew having escaped to the shore when they saw they were discovered. Papers were found on board showing she was the *Denbigh*, from Havana, 18th instant. She is now a complete wreck and has made her last voyage.

I regret to report that Luke Robins, seaman, of the *Seminole*, was instantly killed by the accidental discharge of his own gun while leaving the wreck.

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

B. F. SANDS,
Captain, Commanding Third Division West Gulf Squadron.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, Mobile Bay.

Report of Acting Volunteer Lieutenant Johnstone, U. S. Navy, regarding the wreck of the Confederate schooner Le Compt, guard boat at Galveston.

U. S. S. CORNUBIA,
Off Galveston, Tex., May 25, 1865.

SIR: I have the honor to report that yesterday afternoon, in obedience to your orders to prevent any of the enemy's boats from boarding the burning wreck of the blockade runner *Denbigh* until she was completely destroyed, I got underway, and stood into the Bolivar Channel as far as the depth of water would allow, and anchored in 12 feet about $1\frac{1}{2}$ miles outside the wreck. A schooner which had been at anchor about $\frac{1}{2}$ a mile inside the wreck, on discovering the approach of the *Cornubia*, got underway and tried to escape into Galveston.

On firing two shots at her, she hauled down her sails, and a part of her crew got into a boat and escaped to the beach.

I then sent an armed boat under command of Acting Ensign Frank Millett, of this ship, to board her and bring her out if possible. On boarding her, Mr. Millett found that she had drifted ashore on Bird Key Spit, and had bilged and lost her rudder. Finding it impossible to get her off, he threw overboard a 24-pounder howitzer, with which she was armed, and brought four men, whom he found on board of her; also 5 carbines, 5 new Enfield rifles, a steering compass, and a rebel flag.

She proved to be the schooner *Le Compt*, the rebel guard boat stationed at Galveston.

During last night she beat over the spit, and now lies a wreck on Bolivar Point beach.

Very respectfully, your obedient servant,

JOHN A. JOHNSTONE,

Acting Volunteer Lieutenant, Commanding.

Captain B. F. SANDS, U. S. Navy,

Commanding Third Division West Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting request for transportation to New Orleans of Confederate commissioner desiring to negotiate with Major-General Canby, U. S. Army.

No. 136.]

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off City of Mobile, May 25, 1865.

SIR: I have the honor to enclose to the Department a copy of a communication addressed to Captain Sands, commanding United States fleet off Galveston, by Ashbel Smith, the colonel commanding the rebel forces at Galveston.

Captain Sands immediately dispatched the *Preston* with this letter to me, which I received early this morning, and I have already ordered the *Preston* to return off Galveston with orders to Captain Sands to receive the rebel commissioner and send him at once to New Orleans, where General Canby now is, and where I purpose to meet him.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

HEADQUARTERS DEFENSES OF GALVESTON, *May 22, 1865.*

SIR: I am instructed by Major-General Magruder, commanding the District of Texas, etc., to say that he desires to open a negotiation with the Federal general commanding at New Orleans, and that his commissioner be sent to New Orleans by a steamer from the fleet as soon as may be after Tuesday, the 23d instant.

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

ASHBEL SMITH,

Colonel, Commanding.

Captain SANDS,

Commanding U. S. Fleet off Galveston.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Captain Sands, U. S. Navy, referring to request for transportation of Confederate commissioner to New Orleans.

U. S. FLAGSHIP STOCKDALE,
Off Mobile, May 25, 1865.

SIR: Last evening I heard of the *Preston* off the Mississippi, steaming east. This morning I have your dispatch, under date 22d instant, enclosing one from the rebel colonel, Ashbel Smith, addressed to you, and proposing the commission of General Magruder to be sent to New Orleans. I send back to you the *Preston*, and hope you may be able to send the commission to New Orleans at once by a fast vessel. I shall keep the *Cuyler* here, as I have nothing else to move in, but had it not been for this affair, should have sent her to you. Canby is at New Orleans, but I shall telegraph at once the contents of the dispatch, and I shall probably go over until the negotiation is ended, and may come down then to see you.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

Captain B. F. SANDS, U. S. NAVY,
Coast of Texas.

P. S.—Still busy in sending off paroled rebel navy officers, as per agreement. Commodore Rousseau is disposed of, but Buchanan I have still on hand; also about seventy-five others and 400 men.

H. K. T.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting additional reports regarding an explosion of ordnance stores, and consequent fire in Mobile.

No. 140.]

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., May 29, 1865.

SIR: I regret to inform the Department that a terrible explosion took place in Mobile on the 25th instant, resulting not only in the destruction of a considerable portion of the upper part of the city, but in great loss of life.

Marshall's warehouse, where the ordnance stores which exploded were stored, was perhaps three-quarters of a mile from the flagship, and fragments of shell fell on board that vessel. Immediately after the explosion, Fleet Captain Commander Simpson repaired to the scene of disaster with a large force of sailors under his command and rendered most valuable assistance. I forward herewith his report (enclosure No. 1), and desire to bring to the notice of the Department the gallant conduct of Quartermaster Cooper, as given in Commander Simpson's narrative.

The tug *Cowslip* (the only tug at my disposal), under the command of Acting Master W. T. Bacon, rendered very efficient aid in towing out of danger three vessels, which otherwise would have been de-

stroyed. His report (No. 2) is enclosed. This officer on this, as on every other, occasion proved himself an officer of ability and energy.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.]

WEST GULF SQUADRON,

U. S. Flagship Stockdale, off City of Mobile, May 26, 1865.

SIR: I have the honor to report that on the afternoon of the 25th instant a destructive explosion of ordnance stores occurred at Marshall's warehouse in this city. A portion of the ammunition surrendered to General Canby by General Richard Taylor, of the Confederate service, had been placed in Marshall's warehouse preparatory to transportation to the bombproofs in the forts, and by some unexplained accident the explosion occurred at this place.

The entire adjoining portion of the city was shortly in flames, and a fresh south wind assisted the work of destruction.

The loss of life has not been ascertained, but it is already known to be very large.

I visited the scene of the fire, and with a large force of sailors was enabled to do some service, the presence of the sailors in the neighborhood of the exploding shells tending much to restore a partial feeling of confidence to the firemen and others, who were prevented by the bursting shells from working to advantage in extinguishing the fire.

I regret that two of our men were killed during the afternoon.

I desire to call your particular attention to the gallantry displayed by Quartermaster John Cooper, of the staff, a medal man of the U. S. S. *Brooklyn*, who, at the risk of being blown to pieces by exploding shells, advanced through the burning locality to rescue a wounded man from what would have been certain death. His efforts were successful, and he returned carrying the man on his back.

Very respectfully,

E. SIMPSON,

Fleet Captain.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron, Mobile, Ala.

U. S. S. COWSLIP,

Mobile, Ala., May 26, 1865.

SIR: I have the honor to report that at about 3:20 p. m. on the 25th instant, a few moments after the explosion of the magazine in Marshall's warehouse, with your permission I got underway and proceeded to the scene of destruction. The schooner *Orville*, loaded with hay, was lying very near some burning barges and in imminent danger. I took her in tow and brought her to a place of safety on the opposite side of the river. I then steamed up the river to where the *Kate Dale* was burning, to see if there were any persons on

board in need of assistance. I then ran back toward the fire, and succeeded in saving the bark *W. G. Anderson*, then at anchor opposite the burning pile and against which the hulk of a burning steamer was drifting, and also took the steamer *N. W. Thomas* in tow, and succeeded in anchoring them all safely beyond reach of the fire. I then steamed up to the dock, and, finding I could render no further assistance, I returned to my former position near the flagship.

While returning from the *Kate Dale* I dispatched a boat to steamer *Tamaulipas*, in charge of Acting Ensign A. Kalinski, to render her or others any assistance in his power. When he returned he reported that he had removed three wounded men from the *Tamaulipas* to the *Sebago*, and before returning went on shore and reported to Commander E. Simpson for any duty to which he might assign him.

I can not speak too highly of the officers and men under my command for the manner in which they performed the duties to which they were called.

I am, very respectfully, your obedient servant,

W. T. BACON,
Acting Master, Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, Mobile, Ala.

Letter from Major Fredberg, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, transmitting telegram from Major-General Canby regarding troops for Apalachicola.

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, Ala., May 26, 1865.

The following telegram has just been received:

NEW ORLEANS, *May 26, 1865.*

Major Fredberg, in charge of our headquarters at Mobile, will report to you when the troops intended for Apalachicola have all embarked. One steamer with troops for that command is already at Barrancas, and I desire that the other steamers in the convoy stop at that place, so that the whole fleet, together with General Asboth, who goes to locate the new post, can proceed all together to their destination.

E. R. S. CANBY,
Major-General.

Rear-Admiral H. K. THATCHER,
Mobile, Ala.

To this I would most respectfully add that as soon as the Quartermaster's Department can furnish the necessary transportation for the troops I shall at once report the fact to you.

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

ALFRED FREDBERG,
Major and Assistant Adjutant-General.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, off Mobile, Ala.

Instructions of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Crosby, U. S. Navy, to be followed during the absence of the former from the station off Mobile.

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off City of Mobile, May 26, 1865.

SIR: During my absence from this port you will exercise a supervision of all the duties of senior and commanding officer of the naval forces off and north of Dog River Bar.

Advance as rapidly as possible the raising and repairs of the tug-boats *Glasgow* and *Althea*, as well as the repairs on the ironclads, the first of which, when ready for service, will proceed at once to the vicinity of Fort Morgan and report to the senior officer of the Third Division or senior officer present for duty.

The paroled officers and men of the late Confederate naval forces in these waters will be furnished with transportation to the nearest points to their homes as they apply for the same. This transportation has been tendered by Major-General Canby in any army vessels under his orders, but to no point north of Hampton Roads will they be allowed to proceed.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Commander PEIRCE CROSBY,
Commanding U. S. S. Metacomet, off Dog River Bar.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, requesting to be present at the conference with Confederate commissioner at New Orleans.

WEST GULF SQUADRON,
U. S. Flagship Stockdale, off Mobile, [May 26, 1865.]*

GENERAL: I received a dispatch from Texas from Colonel Ashbel Smith, commanding at Galveston, to say that General Magruder would send a commissioner to New Orleans, who desired to see you. I immediately ordered Captain Sands, senior officer on the coast, to dispatch this commissioner at once to New Orleans in one of our fast vessels, and on his arrival I would like to be present, if agreeable to you, to negotiate for any naval surrender which the rebels may have for me. I have a vessel in readiness to convoy your troops, if you will please advise me of time and place of departure, which may be arranged when I see you at New Orleans. I shall probably go to Texas in the steamer *R. R. Cuyler*, which I have here, but after going to New Orleans. I furnish General Granger with the information at 6 a. m. to-day.

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

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Major-General E. R. S. CANBY,
Commanding Army and Division of West Mississippi.

* May have been written May 24. See Granger to Christensen, p. 196.

[Telegram.]

HDQRS. MIL. DIVISION OF WEST MISSISSIPPI,
New Orleans, May 26, 1865.

By the terms of the convention entered into to-day the men and material of the C. S. Navy in the Trans-Mississippi Department are to be surrendered to the Mississippi and West Gulf Squadrons. As the commissioners desire to return at once, I will ask Captain Greene to act for you. Will you please confirm this?

E. R. S. CANBY,
Major-General, Commanding.

Admiral H. K. THATCHER,
Comdg. West Gulf Blockading Squadron, Mobile Bay.

[Same to Admiral Lee, substituting Captain Foster's name for Captain Greene.]

[Telegram.]

HDQRS. MIL. DIVISION OF WEST MISSISSIPPI,
New Orleans, May 26, 1865.

The arrangement in regard to matters west of the river is so far completed that the necessary papers will in all probability be signed at a convention to be held this afternoon. I have invited Captain Greene to represent you on the occasion.

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral H. K. THATCHER,
Mobile, Ala.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Thatcher, U. S. Navy, promising assistance in recovery of naval property reported to be at Montgomery, Ala.

HDQRS. ARMY AND DIV. OF WEST MISSISSIPPI,
Mobile, Ala., May 26, 1865.

ADMIRAL: In the absence of Major-General Canby, I have the honor to acknowledge the receipt of your communication of yesterday's date, relating to certain plans, documents, and papers connected with the Pensacola navy yard, as well as the apparatus of the light-house, reported to be in Montgomery, Ala., and to say that Major-General A. J. Smith, commanding U. S. forces in northern Alabama, Montgomery, will be instructed to use every effort to recover this property, and, if found, to forward it to your care.

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

ALFRED FREDBERG,
Major and Assistant Adjutant-General.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron,
U. S. Flagship Stockdale, off Mobile, Ala.

Order of the Acting Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the U. S. S. Kanawha.

NAVY DEPARTMENT, May 27, 1865.

SIR: In reply to your dispatch of the 13th instant, the Department directs you to send the U. S. S. *Kanawha* north.

Very respectfully, etc.,

G. V. Fox,

Acting Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Blockading Squadron, off Mobile.

Order of the Acting Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, to forward information regarding the laying up of ironclads and iron vessels.

NAVY DEPARTMENT, May 29, 1865.

SIR: Having in view the laying up of the ironclads and iron vessels in your squadron, the Department desires your opinion as to the most suitable locality within the limits of your command for the purpose, and to be informed upon what conditions a suitable place can be procured. Fresh water is necessary, and the locality should be perfectly secure.

Very respectfully,

G. V. Fox,

Acting Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
*Commanding West Gulf Blockading Squadron,
New Orleans, La.*

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the laying up at New Orleans of the U. S. ironclads Choctaw and Lafayette.

MOUND CITY, May 29, 1865.

ADMIRAL: The Department has ordered me, under date of 22d of May, to lay up the ironclads *Choctaw* and *Lafayette* in ordinary at New Orleans, turning them over to you when stripped and the officers and men are detached. The Bureau of Equipment and Recruiting authorizes me, under date of May 11, to transfer surplus men to the West Gulf Squadron after laying up the vessels of this squadron. I have directed Lieutenant-Commander Foster to send the *Choctaw* and *Lafayette* to New Orleans, in charge of a regular officer, to report to you, execute the Department's order, and bring back the officers of those vessels in a tinclad which will accompany them for the purpose.

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

S. P. LEE,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, transmitting correspondence regarding affairs on the Texas Coast.

U. S. NAVAL HEADQUARTERS,
148 Canal Street, New Orleans, La., June 1, 1865.

GENERAL: I have the honor to enclose herewith copies of dispatches this moment received from the commanding officer of the naval forces on the coast of Texas, which, with the correspondence between Captain B. F. Sands and General Magruder, will inform you of the present condition of affairs on the Texas coast. From private information received by the *Florida* (just arrived), I infer that a mob has possession of Galveston and its defenses.

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

H. K. THATCHER,
Acting Rear-Admiral.

Major-General E. R. S. CANBY,
Commanding Army and Division of West Mississippi.

[Enclosures.]

U. S. S. FORT JACKSON,
Off Galveston, Tex., May 29, 1865.

SIR: You will send in by flag of truce the enclosed communication directed to the commanding officer at mouth of Brazos (Velasco), which I have just received from Major-General Magruder, commanding District of Texas, etc., with a request to forward it.

Let all your communications with the shore be by flag of truce during the negotiations which are now pending, and commit no act that would interrupt them.

B. F. SANDS,
Captain, U. S. Navy.

Acting Lieutenant J. R. BEERS,
Commanding U. S. S. Penguin, off Velasco.

U. S. S. FORT JACKSON,
Off Galveston, Tex., May 30, 1865.

ADMIRAL: Yesterday a flag of truce from Galveston brought me a communication from Major-General Magruder, a copy of which I herewith enclose, together with my reply, which I hope will meet your approval. I had not the force to garrison and hold those places, and I felt it incumbent upon me not to commit any act that would interrupt or retard the present negotiations. The people and army of Texas are very much excited and divided in regard to these negotiations, and we must be very cautious not to act so as to embarrass the commissioners. I did not accede to their proposition for an armistice, as I wished to reserve the right to act if you should not approve

of my course, but I have refrained from any act that might interfere with the negotiations pending.

I have the honor to be, very respectfully, etc.,

B. F. SANDS,
*Captain, U. S. Navy, Commanding Third Division
West Gulf Squadron.*

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

HDQRS. DISTRICT OF TEXAS, N. MEX., AND ARIZONA,
Houston, May 27, 1865.

CAPTAIN: I have the honor to acknowledge the receipt of your communication of the 25th instant, with which I am satisfied.

It may be desirable to remove some troops from Galveston Island and substitute others, but I have to assure you that there will be no increase or diminution of the garrison at that place, and I have given the order to Colonel [Walter L.] Mann, commanding at Galveston, to impress upon his men to do no act to disturb the present relations existing between the fleet and the garrison.

I have left small garrisons at Sabine Pass and the mouth of the Brazos. I would suggest, in the same sincere spirit which you manifest, to settle these momentous difficulties between the State of Texas and the United States, that you give orders without delay to the commanding officer of the blockading squadron off Sabine Pass and the mouth of the Brazos to preserve the status which at present exists until the termination of the present negotiations, or until you have received other instructions from the proper United States authorities, and I enclose you copies of orders to the commanding officers at Sabine Pass and at the mouth of the Brazos, which I beg leave to request that you will send by steamer under flag of truce as addressed. They are left open for your perusal. The delivery of these two orders will, I think, insure the continuance of the present status.

The frankness with which I submit these orders to you is the best evidence of the sincerity of my intention to act in perfect good faith. The headquarters of the Trans-Mississippi Department having been moved to this place, General Smith, commanding the Trans-Mississippi Department, will be here to-day. Should he disapprove of the course I have pursued, you will be immediately notified; but should you hear nothing further from me, you may consider that General Smith has approved of my actions.

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

J. BANKHEAD MAGRUDER,
*Major-General, Commanding District Texas,
New Mexico, and Arizona.*

Captain B. F. SANDS,
Commanding West Gulf Squadron, off Galveston.

U. S. S. FORT JACKSON,
Off Galveston, Tex., May 29, 1865.

SIR: I have the honor to acknowledge receipt of your communication of 27th instant, expressing your satisfaction with mine of 25th instant and enclosing copy of your orders to your commanding officers at Sabine Pass and Velasco, with request to forward them by steamer under flag of truce as addressed.

I have to state that the commanding officer of the United States vessel blockading off Sabine Pass has reported to me the evacuation by the forces of the forts there, on the 24th instant, and that upon visiting them he found the guns spiked and forts abandoned. I have a similar report from the commanding officer off Velasco; and in a spirit not to interrupt the negotiations now pending, I have not occupied those places, and I will direct that all communication there shall be by flag of truce.

Appreciating the frankness with which you submit to me your orders to the commanding officers of those places, I will dispatch them as requested.

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

B. F. SANDS,
Captain, United States Navy,
Commanding 3d Division West Gulf Squadron.

Major-General J. BANKHEAD MAGRUDER,
Commanding District of Texas, etc.:

HDQRS. DISTRICT OF TEXAS, N. MEX., AND ARIZONA,
Houston, May 31, 1865.

SIR: I have just received your note of the 29th instant. I assure you I appreciate highly the delicacy of the course you have pursued toward me.

I was not aware of the evacuation of Sabine Pass and Velasco when I gave the orders alluded to; otherwise I would not have given you the trouble of communicating with those places.

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

J. BANKHEAD MAGRUDER,
Major-General, Commanding District of Texas.

Commodore SANDS,
Commanding U. S. Fleet off Galveston.

Order of Acting Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Fort Morgan.

NAVY DEPARTMENT, *May 30, 1865.*

SIR: On the 31st instant proceed with the U. S. S. *Fort Morgan* on another trip to the West Gulf Squadron, governing yourself by the general instructions heretofore addressed to you.

Touch at Key West going out and returning, also at Hampton Roads returning. Enter the port of New York as usual.

Very respectfully, etc.,

G. V. Fox,
Acting Secretary of the Navy.

Acting Volunteer Lieutenant-Commander WM. B. EATON,
Commanding U. S. S. Fort Morgan, New York.

[Telegram.]

NAVY DEPARTMENT, *May 31, 1865.*

Acting Rear-Admiral Lee has been directed to deliver to you a quantity of ordnance stores for transportation to Pensacola. Receive and forward them.

G. V. Fox,
Acting Secretary of Navy.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
*Commanding West Gulf Blockading Squadron,
New Orleans, La.*

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, regarding execution of orders for convoy duty.

U. S. STEAM SLOOP OSSIPEE,
Mobile Bay, May 31, 1865.

CAPTAIN: In compliance with the directions contained in Admiral Thatcher's telegram, dated the 29th instant, received on the same night, for the *Ossipee* to be held in readiness to convoy troops to the coast of Texas and to put myself in communication with the military commander and arrange with him time and place of departure, I proceeded to Mobile on the morning of yesterday, the 30th, and succeeded the same evening in communicating my orders to General Granger, who in reply stated he did not see any necessity for a convoy. General Granger could not fix upon any particular time for his departure, but did not think he would be ready to leave under ten days, if so soon.

I deem it proper to represent to you the result of my interview for the information of the admiral commanding the West Gulf Squadron, especially as this ship, from the exceeding slow rate of speed, is not particularly well adapted for convoying, nor is she, from her present condition of hull and machinery, in a very good condition for cruising. I will, however, as far as is in my power, endeavor to have the ship in readiness to obey the admiral's order. I deem it proper also to remark that should there be much delay we may be embarrassed for coal, as I have not been enabled to fill up, and the coal received last night was of most miserable description.

I am, sir, very respectfully, your obedient servant,
WM. E. LE ROY, *Commander.*

Captain GEORGE F. EMMONS, U. S. Navy,
Commanding Third Division, Mobile Bay.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Crosby, U. S. Navy, for repairs to the U. S. S. Cowslip.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., May 31, 1865.

SIR: As soon as the *Narcissus* is ready for service you will send the U. S. S. *Cowslip* to Pensacola for such repairs as are necessary to keep her in running order.

Respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Commander PEIRCE CROSBY,
U. S. S. *Metacomet*, Senior Officer Present, Mobile, Ala.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Banks, U. S. Army, regarding the evacuation of the enemy's posts.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., May 31, 1865.

GENERAL: Your dispatch of the 23d instant has just reached me. In reply, I have the honor to state that from every appearance there is reason to believe that the posts of the enemy are being evacuated; and, although I have nothing official from Brashear City, I have an official dispatch, dated "Off Sabine Pass, 25th of May," to the effect that Forts Mannahasset and Griffin have been evacuated and that the United States flag was hoisted by one of our gunboats on the walls. If, general, you still deem it necessary to place another gunboat off Brashear City I will endeavor to do so.

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

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

Major-General N. P. BANKS, U. S. Army,
Commanding Department of the Gulf, New Orleans, La.

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, regarding transportation of garrisons for Texas coast.

HDQRS. DIVISION OF WEST MISSISSIPPI,
New Orleans, May 31, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your note of this date and to state that garrisons will be sent to all points on the Texas coast as fast as transportation can be procured.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, regarding the desertion of fort at Matagorda.

NAVAL HEADQUARTERS,
148 Canal Street, New Orleans, May 31, 1865.

GENERAL: I have the honor to inform you that official advices have reached me to the effect that the old fort at Matagorda is entirely deserted and that there is nothing to prevent a light-draft vessel from going into the pass. Two boats from gunboat *Virginia* passed in on the 22d instant.

I have the honor to be, general, very respectfully,
H. K. THATCHER,
Acting Rear-Admiral.

Major-General E. R. S. CANBY,
Commanding Army and Division of Mississippi.

Order of Acting Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the reduction of the West Gulf Squadron.

NAVY DEPARTMENT, May 31, 1865.

SIR: Reduce the West Gulf Squadron to the following number of steamers with all possible dispatch, viz:

Six tugboats, fifteen other steamers, one monitor ironclad, one Mississippi ironclad.

You can have in addition such store vessels as may be required in connection with this force.

Select the most efficient vessels for retention and send to the Department a list of them. Lay up the surplus ironclads at New Orleans.

Such of the surplus purchased vessels as can possibly be sold at New Orleans may be retained there for that purpose, and will be sold under directions of the Chief of the Bureau of Construction, and all others, both purchased and Regular Navy, must be sent North before the middle of July, one-half of them to New York, one-quarter to Philadelphia, and the remainder to Boston, if they are in a condition to make the voyage; otherwise not.

Fill up the vessels that remain as the fixed force of the squadron with their complement of officers and men. Retain for this purpose good volunteer officers, so far as possible those who wish to continue a while longer in the service, and send North all other volunteer officers for the purpose of being mustered out of the service. Of the men, send home those who have the least time to serve.

When the squadron is reduced as above ordered, it is desirable that Pensacola should be the depot, and all repairs be made at that yard if possible.

In forwarding to the Department a list of the vessels retained, send with it lists of the officers of each and complete muster rolls of their crews, the latter to the Bureau of Equipment and Recruiting.

All property hitherto belonging to the rebel Naval Department, or that was under its control, will be taken possession of by you and an account taken, with an estimate of the value thereof, and forwarded

to this Department. If such property is in possession of the United States military forces, make a written request for it and report your action to this Department that the necessary orders may be given by the War Department for its delivery to the Navy.

Economize in the use of coal and give directions to all vessels to keep steam down, except in an emergency, of which the senior officer shall judge, under directions of the commander of the squadron.

The title of the squadron under your command will hereafter be the West Gulf Squadron.

Very respectfully, etc.,

G. V. Fox,

Acting Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,

Commanding West Gulf Squadron, New Orleans, La.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the evacuation of the defenses of Sabine Pass.

No. 144.]

U. S. NAVAL HEADQUARTERS,

No. 148 Canal Street, New Orleans, La., May 31, 1865.

SIR: I have the honor to inform the Department that a dispatch under date of the 25th instant was this day received from Captain B. F. Sands, reporting the evacuation of the defenses of Sabine Pass (Forts Mannahasset and Griffin). Acting Volunteer Lieutenant-Commander L. W. Pennington hoisted the United States flag on these forts. The guns, 5 in number, were all spiked. Fort Griffin is described as having five bombproofs covered with 2 feet of solid timber, 2 layers of railroad iron, and 4 feet of earth on top. There were four magazines of like construction. Acting Volunteer Lieutenant-Commander Pennington not having force to hold the forts, retired to his vessel, leaving the American flag flying.

Under date of the 27th instant Captain Sands reports that the rebel army of Texas have generally disbanded and gone home. The terms of surrender recently executed in this city between the rebel commissioners sent by General Kirby Smith and General Canby, U. S. Army, having been complied with on the part of the rebels, it only remains to occupy the fortifications. With regard to the rebel naval force in Texas, I am assured by the Confederate Lieutenant-Commanding Jonathan [H.] Carter, who is now here and declares himself to be the senior naval officer, that there is no naval property, nor any officers in Texas on the seaboard, and only one vessel in the Red River (the ram *Missouri*), which will be surrendered to the commander of the Mississippi Squadron.

I propose, so soon as General Canby is ready to occupy Galveston, to place two or three gunboats of light draft within the harbor for the present to aid the military authorities in preserving order.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Acting Rear-Admiral Thatcher, U. S. Navy, to Major-General Canby, U. S. Army, announcing the evacuation of Forts Mannahasset and Griffin, defenses at Sabine Pass.

NAVAL HEADQUARTERS,
148 Canal Street, New Orleans, May 31, 1865.

GENERAL: I have the honor to inform you that the Texas forts, Mannahasset and Griffin, commanding the approaches to Sabine Pass, have been evacuated after spiking the guns. The United States flag was raised by the commander of the *Owasco*, gunboat. Griffin has five bombproofs and five guns. Bombproofs covered with 2 feet solid timber, 2 layers of railroad iron, and 4 feet of earth on top. Four magazines are constructed in like manner. Mannahasset mounts four guns. These forts could not be occupied for want of sufficient men. The *Stonewall* surrendered to the Spanish authorities on the 20th instant, after a summons from Admiral Stribling from his fleet.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Major-General E. R. S. CANBY.

Vessels attached to West Gulf Squadron, June 1, 1865.

Name.	Class.	No. of guns.	Commanding officer.	Present duty or station.
Albatross	Screw	7	Actg. Vol. Lieut. Geo. Mundy.	Coast of Texas.
Althea	Screw	1	.....	Waiting repairs at Mobile.
Anderson, W. G.	Bark	8	Actg. Master H. Tibbits	Off Mobile.
Antona	Screw	5	Actg. Vol. Lieut. J. F. Harden.	New Orleans, with commis- sioners from Galveston.
Arkansas	Screw	5	Actg. Vol. Lieut. N. Kirby....	New Orleans.
Aroostook	Screw	7	Lieut. Comdr. J. S. Skerrett...	New Orleans, repairing.
Arthur	Bark	6	Actg. Vol. Lieut. J. E. Stannard	Pensacola Bay.
Bloomer	Stern wheel	2	Mate A. Whiting	Do.
Bohlo	Brig .....	.....	Actg. Master W. M. Stannard..	Mississippi Sound.
Buckthorn	Screw	2	Actg. Ensign F. Ellms	Off city of Mobile.
Carrabasset	Stern wheel	6	Actg. Vol. Lieut. E. Leonard..	Berwick Bay.
Cayuga	Screw	7	Lieut. Comdr. H. Wilson	Off Galveston.
Charlotte	Schooner...	2	Mate A. Whiting	Pensacola Bay.
Chickasaw	Ironclad ...	4	Lieut. Comdr. G. H. Perkins..	Off city of Mobile.
Chocura	Screw	4	Lieut. Comdr. R. W. Meade, jr.	New Orleans, for repairs.
Cornubia	Side-wheel .	5	Actg. Vol. Lieut. Comdr. J. A. Johnstone.	Off Galveston.
Corypheus	Schooner ...	4	Actg. Master and Pilot J. Rob- inson.	Off Dog River Bar.
Cowslip	Side-wheel .	2	Actg. Master W. T. Bacon.....	Dispatch boat between Mo- bile and New Orleans.
Cincinnati	Ironclad ...	11	Lieut. Comdr. G. Brown	Mobile Bay.
Cuyler, R. R.	Screw	12	Comdr. C. H. B. Caldwell	New Orleans, waiting orders.
Dinsmore, A.	Screw	4	Act. Vol. Lieut. M. B. Crowell.	Dispatch between New Or- leans and Texas.
Elk	Stern wheel	6	A. V. Lieut. N. M. Dyer	Off city of Mobile.
Estrella	Side-wheel .	5	Lieut. M. L. Johnson	New Orleans, repairing.
Fearnot	Ship	5	Acting Master A. Rich	New Orleans.
Fort Gaines	Stern wheel	4	Acting Master J. R. Hamilton.	Lake Pontchartrain.
Fort Jackson	Side-wheel .	7	Capt. B. F. Sands	Off Galveston.
Genesee	Side-wheel .	8	Lieut. Comdr. J. Irwin	Off Mobile.
Gertrude	Screw	8	Act. Vol. Lieut. B. C. Dean	Off Galveston.
Glasgow	Side-wheel .	2	Acting Master E. Kemble	Sunk off Mobile.
Glide	Stern wheel	6	Acting Master L. S. Fickett...	Berwick Bay.
Grand Gulf	Screw	11	Comdr. J. Downes	Off Galveston.
Hollyhock	Side-wheel .	3	Pilot B. Tarbell	Mississippi River.
Houston, Sam	Schooner...	1	Act. Vol. Lieut. and Pilot M. Freeman.	Mobile Bay.
Ida	Screw	2	.....	Sunk off Mobile by torpedo.
Itasca	Screw	4	Lieut. Comdr. N. Green	Off Mobile.
Jackson, J. P.	Side-wheel .	6	Lieut. Comdr. A. R. Yates	Pensacola navy yard for re- pairs.
Jasmine	Screw	2	Actg. Ensign F. J. Brenton.....	Pensacola Bay.

Vessels attached to West Gulf Squadron, June 1, 1865—Continued.

Name.	Class.	No. of guns.	Commanding officer.	Present duty or station.
Kanawha	Screw	4	Lieut. Comdr. B. B. Taylor	Pensacola navy yard for repairs.
Katahdin	Screw	7	Lieut. Comdr. C. H. Greene ...	Off San Luis and Velasco.
Kennebec	Screw	5	Lieut. Comdr. T. Abbot	Off Galveston.
Kittatinny	Schooner	6	Actg. Ensign N. J. Blasdell...	Off Mobile.
Kickapoo	Ironclad....	4	Lieut. Comdr. M. P. Jones....	Mobile Bay.
Kuhn, J. O.	Bark	6	Actg. Master G. F. Wilkins...	Pensacola Bay.
Lackawanna	Screw	14	Capt. G. F. Emmons.....	Mobile Bay.
Metacomet	Side-wheel ..	10	Commander P. Crosby.....	Off Mobile.
Meteor	Stern wheel ..	6	Actg. Vol. Lieut. Comdr. T. B. Du Bois.	Off Mobile, engaged in raising vessels sunk by a torpedo in Blakely River.
Milwaukee	Ironclad....	4	.....	.....
Narcissus	Screw	1	Actg. Master W. Harcourt....	Off city of Mobile.
New London	Screw	5	Actg. Vol. Lieut. W. Godfrey.	Coast of Texas.
Nyanza	Stern wheel ..	6	Actg. Vol. Lieut. C. A. Bou-telle.	Mississippi Sound.
Octorara	Side-wheel ..	10	Lieut. Comdr. W. W. Low....	Off city of Mobile.
Onelda	Screw	12	Commander T. H. Stevens ...	Off Rio Grande and Brazos.
Ossipee	Screw	12	Commander Wm. E. Le Roy..	Mobile Bay.
Owasco	Screw	5	Actg. Vol. Lieut. Comdr. L. W. Pennington.	Coast of Texas.
Osage	Ironclad....	2	.....	Sunk by torpedo in Blakely River.
Pampero	Ship	6	Actg. Master O. Colburn	S. W. Pass, Mississippi River.
Pembina	Screw	5	Lieut. Comdr. J. G. Maxwell.	New Orleans, for repairs.
Penguin	Screw	7	Actg. Vol. Lieut. Jas. R. Beers.	Off Sabine Pass.
Penobscot	Screw	4	Lieut. Comdr. A. E. K. Benham	Off Galveston.
Pink	Screw	3	Actg. Master S. Belden.....	Pensacola, for repairs.
Pinola	Screw	4	Lieut. Comdr. H. Erben.....	Do.
Pocahontas	Screw	6	Lieut. Comdr. R. R. Wallace..	Off Galveston.
Potomac	Frigate.....	42	Commander A. Gibson	Pensacola Bay.
Port Royal	Side-wheel ..	10	Lieut. Comdr. B. Gherardi....	New Orleans, for repairs.
Portsmouth	Sloop	18	Lieut. Comdr. S. R. Franklin.	New Orleans.
Princess Royal	Screw	7	Actg. Vol. Lieut. Comdr. C. F. W. Behm.	Off Galveston.
Preston	Screw	3	Actg. Vol. Lieut. J. R. Wheeler	Do.
Richmond	Screw	22	Capt. T. P. Greene.....	New Orleans.
Rodolph	Stern wheel ..	.....	.....	Sunk by a torpedo in Blakely River.
Rose	Screw	2	Actg. Ens. W. D. Maddocks...	Off Mobile.
Sciota	Screw .....	.....	Actg. Vol. Lieut. J. W. Magune	Mobile for repairs.
Sebago	Side-wheel ..	10	Lieut. Comdr. B. B. Harmony.	Off city of Mobile.
Selma	Side-wheel ..	.....	Actg. Master J. H. Allen	New Orleans.
Seminole	Screw	9	Comdr. A. G. Clary.....	Off Galveston.
Stockdale	Stern wheel ..	6	Actg. Vol. Lieut. T. Edwards.	New Orleans.
Tallahatchie	Stern wheel ..	6	Actg. Master T. J. Linnekin ..	Off city of Mobile.
Tritonia	Side-wheel ..	3	Actg. Vol. Lieut. Geo. Wiggin.	Pensacola for repairs.
Trefoil	Screw	3	Actg. Master C. C. Wells.....	Mobile Bay.
Vincennes	Sloop	10	Actg. Vol. Lieut. W. M'Gloin.	Off Ship Island.
Virginia	Screw	7	Actg. Vol. Lieut. C. H. Brown	Off Galveston.
Winnebago	Ironclad....	4	Lieut. Comdr. W. A. Kirkland	Off city of Mobile
M. A. Wood	Schooner	3	Actg. Master A. C. Starrett ...	Off Mobile.
Baltic	Side-wheel ..	.....	Actg. Master A. S. Megathlin.	(Surrendered by Commodore Farrand, and now off Mobile.
Black Diamond	Side-wheel ..	.....	Actg. Ens. F. R. Iaschke....	.....
Morgan	Side-wheel ..	8	Actg. Vol. Lieut. C. J. Gibbs..	.....
Nashville	Ironclad....	4	.....	Still aground at junction of Alabama and Texas rivers.

Report of Major-General Canby, U. S. Army, commanding Military Division of West Mississippi, regarding surrender of Confederate forces.

HDQRS. MIL. DIVISION OF WEST MISSISSIPPI,
New Orleans, [La.], June 1, 1865.

SIR:

* * * * *

The notice to Taylor was accompanied by an offer of terms, which were accepted, and the articles signed at Citronelle on the 5th [4th] of May, Admiral Thatcher acting for the Navy and arranging for the surrender of the rebel naval forces. The Sixteenth Corps and Grierson's cavalry, the whole under A. J. Smith, were left to occupy

middle and southern Mississippi and Alabama. Steele's and Benton's commands were brought back and preparations commenced for operations west of the Mississippi. While these were progressing I was instructed by the lieutenant-general that the main expedition against the Trans-Mississippi Department would move from the Arkansas and that I would cooperate with an expedition moving by water against Galveston. This was subsequently abandoned, and by direction from the same authority an expedition of 12,000 men was fitted out and sent under Steele to the Rio Grande. In the meantime proposals looking to the surrender of the Trans-Mississippi army and navy were made to me, and on the 26th of May the surrender was concluded by the convention of that date, Captain Greene, the senior officer, representing the U. S. Navy at the conference. Troops were immediately sent to occupy the surrendered territory, but before they had reached their destinations the rebel forces, with the exception of a few organizations, had passed beyond the control of their officers and dispersed to their homes, taking with them a large part of the property that had been surrendered.

In these operations, as well as during the whole period of my command in the Southwest, I was materially aided by the zealous and efficient cooperation of the naval forces of the West Gulf and Mississippi squadrons, and a more effective acknowledgment than mine is due to Admiral Farragut, Commodore Palmer, Admiral Thatcher, successive commanders of the West Gulf, and Admirals Porter and Lee, of the Mississippi Squadron, and to their subordinates in both squadrons.

* * * * *

Very respectfully, sir, your obedient servant,

ED. R. S. CANBY,

Major-General of Volunteers, Commanding.

CHIEF OF STAFF,

Headquarters of the Army, Washington, D. C.

Letter from Acting Rear-Admiral Lee; U. S. Navy, to Major-General Canby, U. S. Army, requesting information regarding terms of surrender of Confederate forces.

MISSISSIPPI SQUADRON,

Flagship Tennessee, Mound City, June 1, 1865.

GENERAL: Your telegram of May 26 states: "By the terms of the convention entered into to-day the men and material of the Confederate States Navy in the terms * are to be surrendered to Mississippi [and] West Gulf Squadrons." I understand by this that the surrender of the men and material of the Confederate States Navy within the limits of my command is to be made to me as commander of the Mississippi Squadron, and that such men and material of the Confederate States Navy as may be at Galveston and other Gulf ports will be surrendered to Acting Rear-Admiral Thatcher, commander of the West Gulf Squadron, as being within the limits of his command. This course would be regular and proper, and I hope that

* In the original dispatch it reads "in the Trans-Mississippi Department."

it will be observed. The same portion of the rebel naval force should not be surrendered to both squadrons. Will you be good enough to give me an official copy of the convention and acquaint me with the steps you may take, to avoid confusion and insure regularity in the terms of surrender of the men and material of the Confederate States Navy within the limits of my command, which extends from New Orleans up the Mississippi, embracing its tributaries and connecting rivers and bayous?

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

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General E. R. S. CANBY,
Commanding Department of the Gulf, New Orleans.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing the sending of U. S. S. Arkansas, for sanitary reasons, to Portsmouth, N. H.

U. S. FLAGSHIP STOCKDALE,
Off City of New Orleans, June 5, 1865.

SIR: I have the honor to inform the Department that I have ordered the *Arkansas*, Acting Volunteer Lieutenant N. Kirby commanding, to proceed with all dispatch to Portsmouth, [N. H.], as the advancing hot season renders it imperative that she should be sent North at once, having had the yellow fever on board two years in succession.

There are several of the crew of the vessel whom I had intended to try by court-martial, but to do this would require the detention of the *Arkansas*, which, for sanitary reasons, is out of the question. I have therefore directed the commanding officer of the *Arkansas*, on his arrival at Portsmouth, to report the circumstances to the Department and ask for instructions.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Thatcher, U. S. Navy, requesting transportation for prisoners.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La., June 5, 1865.

SIR: I am directed by the Secretary of War to send certain important prisoners of state to Fort Pulaski and Washington as early as possible, and take leave to ask if you have any gunboat or transport bound North which could, without too much inconvenience, take these

prisoners and stop at Fort Pulaski to deliver those who are destined for that place?

Very respectfully,

E. R. S. CANBY,
Major-General.

Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans, La.

Letter from Major-General Canby, U. S. Army, to Lieutenant-Commander Fitzhugh, U. S. Navy, announcing the removal of military restrictions in western Louisiana.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La., June 6, 1865.

The principal points in western Louisiana having been occupied by our forces, I have removed all military restrictions on the movements of persons and property in that country. No more military permits or passes are required.

E. R. S. CANBY,
Major-General, Commanding.

Captain FITZHUGH, U. S. Navy,
Commanding Naval Forces Mouth of Red River.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the occupation by the U. S. naval forces of Galveston, Tex.

No. 151.]

WEST GULF SQUADRON,
U. S. Flagship *R. R. Cuyler*, off Galveston, Tex., June 8, 1865.

SIR: In my dispatch No. 136, written at Mobile, I informed the Department that rebel commissioners at Galveston had desired transportation to New Orleans to meet General Canby with a view to arranging terms of surrender and that I had directed such transportation to be furnished.

On the evening of the 28th of May I arrived at New Orleans, where I remained until the morning of the 5th instant, and during that period had several official interviews with Colonel Ashbel Smith, the commander of the defenses of Galveston, who assured me that there would be no opposition on the part of the forces under his command or the people to the occupation of Galveston by the Navy. On the morning of the 5th I left New Orleans in the U. S. S. *R. R. Cuyler* and arrived off Galveston yesterday at 2 p. m.

Captain Sands then informed me that on the 2d instant Major-General E. Kirby Smith and Major-General J. B. Magruder came on board the U. S. S. *Fort Jackson*, where they were met by Brigadier-General E. J. Davis, representing Major-General E. R. S. Canby, and the terms of surrender heretofore agreed upon between representatives of Generals Smith and Canby were signed by General E. Kirby Smith.

After the signing of the articles of surrender Captain Sands immediately took the necessary steps to buoy out the channels, and on the 5th instant proceeded inside the bar in the U. S. S. *Cornubia*, followed by the *Preston*, and landed at Galveston, accompanied by Commander Stevens, Commander Downes, and Lieutenant-Commander Wilson. An interview was held with the mayor, Charles H. Leonard, after which the flag of the United States was raised on the custom-house, the citizens conducting themselves in the most orderly manner. The flag is now flying on all the forts in the harbor, but as we have not sufficient force from the fleet to garrison the latter, I have directed the light-draft gunboats *Cornubia*, *Preston*, and *New London* to remain inside the bar, where they will soon be joined by the *Port Royal*. I have also given orders to Commander Le Roy, of the *Ossipee*, to convoy with his vessel the troops which General Canby, it is hoped, will, in a few days, be ready to dispatch to occupy the different ports on the coast already surrendered to us.

General Brown, of the U. S. Army, on the 1st instant, with a brigade, took possession of the garrison at Brownsville; the other ports on the coast of Texas which have been heretofore blockaded by our vessels are now held by the naval forces. Thus blockade running from Galveston and the coast of Texas is at an end.

To-day I went on shore and had an interview with the civil and military authorities, by whom I was cordially received, and in conversation these gentlemen expressed themselves anxious for a speedy restoration of the old order of things, and reiterated their desire that a portion of our naval forces should remain within the harbor for their protection.

On this visit I was accompanied by Captain Sands and a part of my staff.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—The *R. R. Cuyler* will now proceed to New York in obedience to orders of the Department.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, designating his reduced force as the Gulf Squadron.

NAVY DEPARTMENT, June 9, 1865.

SIR: When your squadron is reduced to the number of vessels designated in the orders of the Department, dated May 31, you will proceed to Key West, Fla., and relieve Acting Rear-Admiral Stribling (or, in his absence, the senior officer of the East Gulf Squadron) in the command of that squadron; and until further orders there will be but one squadron on the Gulf coast, to be under your command and to be distinguished as the Gulf Squadron, with headquarters at

Pensacola. The limits of the squadron will be Cape Florida on the east and the Rio Grande on the west.

—A copy of Acting Rear-Admiral Stribling's order is enclosed.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the arrival of vessels in Mobile Bay.

No. 153.]

WEST GULF SQUADRON,
U. S. Flagship Estrella, Mobile Bay, June 12, 1865.

SIR: I have the honor to report to the Department the arrival of the U. S. S. *Mercedita*, Lieutenant-Commander M. Haxtun, in this bay on the 10th instant; also the supply steamer *Fort Morgan*.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the fitting of U. S. S. Estrella as his flagship.

No. 154.]

WEST GULF SQUADRON,
Flagship Estrella, Mobile Bay, June 12, 1865.

SIR: I have the honor to inform the Department that I have had the *Estrella* fitted up for my flagship, and, in order to economize room, the vessel being small, and to facilitate business, I have appointed my flag lieutenant, M. L. Johnson, to command her.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, responding to the Department's request for an opinion as to most suitable locality for laying up ironclads and iron vessels.

No. 157.]

WEST GULF SQUADRON,
U. S. Flagship Estrella, Mobile Bay, June 12, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's dispatch dated the 29th of May, referring to the laying up of the ironclads and iron vessels in this squadron, and desiring my

opinion as to the most suitable locality within the limits of my command for that purpose.

There is, in my opinion, no suitable locality within the limits of my command for the purpose required.

I could not advise any locality on the Alabama or Tombigbee rivers, and the Mississippi at New Orleans is not only unhealthy but the levee for several miles is usually crowded with vessels. This remark applies more particularly to the ironclads. As to the iron vessels, they are mostly purchased as prize steamers of light draft, and at the present time are of essential service in the squadron.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the disposition of the U. S. S. R. R. Cuyler.

WEST GULF SQUADRON,

U. S. Flagship Estrella, Mobile Bay, June 12, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's dispatch dated May 17, directing me to send the *R. R. Cuyler* to New York to be laid up and sold.

In accordance therewith I have ordered Commander Caldwell to proceed to New York, and on his arrival there to report to the Department by letter.

Second Assistant Engineer L. W. Robinson has been detached from the *Kennebec* and ordered to the *R. R. Cuyler*, as directed in the Department's dispatch dated May 8.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding convoy duty performed by the U. S. S. Itasca in cooperation with Brigadier-General Asboth at Pensacola.

WEST GULF SQUADRON,

U. S. Flagship Estrella, Mobile Bay, June 14, 1865.

SIR: I have the honor to report to the Department that on the 26th ultimo General Canby informed me through Major Fredberg, assistant adjutant-general, that he purposed sending troops to Apalachicola, Fla., and requested that I would detail one of my gunboats to convoy the steamers on which the troops were to be embarked from Pensacola to Apalachicola and back, the army expedition being under the charge of General Asboth.

In accordance with this request I ordered Lieutenant-Commander N. Green, commanding the *Itasca*, to proceed at once to Pensacola for that purpose.

I enclose herewith (marked No. 1) a copy of Lieutenant-Commander Green's report to me after his return, and also (marked No. 2) a copy of General Asboth's letter to Lieutenant-Commander Green, from which letter the Department will perceive how faithfully and handsomely that officer performed his duty.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. ITASCA,

Off Fort Morgan, June 8, 1865.

SIR: I have the honor to report that, in obedience to your orders of May 27, I proceeded with the *Itasca*, under my command, to Pensacola and successfully and satisfactorily convoyed from that place the army transports *Peabody*, *Clyde*, *Nathaniel P. Banks*, *Hussar*, and *Tampico* to Apalachicola, and on their return, except the *Tampico*, arriving at Pensacola on the morning of the 7th instant.

I respectfully enclose a copy of the letter from the commanding general, expressing his satisfaction of the efficiency of the convoy.

I arrived at this anchorage this evening, having been detained at Pensacola one day waiting for the schooner *Ridder* to be loaded with coal, and towed her to this place by order of the commandant of the navy yard.

The part of your orders to return to the anchorage whence I started has not been carried out, owing to the unwillingness of the senior officer at this place to allow me to proceed.

Very respectfully, your obedient servant,

NATHL. GREEN,

Lieutenant-Commander, Commanding.

Acting Rear-Admiral H. K. THATCHER,

Commanding Western Gulf Squadron.

HDQRS. DISTRICT WEST FLORIDA,

Barrancas, June 6, 1865.

MY DEAR CAPTAIN: I beg to thank you for the safe convoy, so efficiently rendered, to the fleet of army transports with troops and supplies from Barrancas to Apalachicola.

Your nautical skill piloted us through the zigzags of narrow channels with the utmost certainty, thus contributing materially to the successful trip, as well as your friendly readiness to assist whenever required, has secured a speedy discharge of the transports.

Your friendly courtesy bestowed upon myself and all my officers added to your efficient services a luster never to be forgotten, and be

assured that nothing would give me more pleasure than an early opportunity to express by acts my high appreciation.

Truly, your friend and servant,

ASBOTH, *Brigadier-General.*

Captain N. GREEN, U. S. Navy,
Commanding U. S. S. Itasca.

Letter from the U. S. consul at Tampico, Mexico, to the Secretary of the Navy, requesting the presence of a naval vessel at that port, for the protection of legal trade.

U. S. CONSULATE-GENERAL,
Tampico, June 17, 1865.

SIR: On the 10th ultimo I had the honor to address a letter to you upon the subject of the steamer *Granite City*, which vessel still remains in this port, without any visible preparations for sea.

I have now to acquaint you that on the 12th instant the steamer *Sonora*, belonging to New Orleans, owned by Felix Claud, of said place, arrived at the anchorage of this city under British colors, and reported to the authorities that she had escaped from Matagorda Bay, Texas, with a part of the cargo of cotton which had been taken on board with the intention of running the blockade; but the disbanded Confederate troops robbed the said steamer of 300 bales of her cargo, leaving only 38 bales on board, which have been admitted to entry at the custom-house as on former occasions.

The *Sonora*, while pursuing a legal trade between New Orleans and Matamoras, was boarded by a band of armed rebels in the waters of Brazos and piratically captured and sent to the coast of Texas. I am not in possession of the exact date of the capture of this steamer, but I believe it occurred in December, 1864.

I am making every effort in my power to induce the authorities of this place to seize the *Sonora*, as the property of an absent citizen of the United States, piratically wrested from him, but in the absence of documentary evidence to sustain my demand, and having to contend with authorities whose sympathies are manifestly in favor of our defeated enemies, I have but little or no hopes of any favorable results.

The British consul at this port disowns the *Sonora* as a British vessel, and demanded a surrender of the flag she came in under.

Under these circumstances I trust it may enter into your views to send a vessel of war here to look after the steamers in question and such others as are now expected to arrive here from Texas under similar circumstances.

I have the honor to be, sir, with great esteem and respect, your most obedient servant,

FRANKLIN CHASE.

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

[Telegram.]

NAVY DEPARTMENT, *June 19, 1865.*

Have you received the Department's order of May 31, to reduce the West Gulf Squadron?

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans, La.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, that one of the Western river monitors be sent to Washington, D. C.

NAVY DEPARTMENT, *June 20, 1865.*

SIR: If you are of the opinion that one of the Western river monitors in your squadron, having Eads' platform for raising and lowering the guns, can be sent round to Washington in safety, the Department wishes you to send her, accompanied by a vessel or vessels to look out for her in case she needs assistance or towing.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, requesting that the U. S. S. Hartford or Pensacola be fitted as a flagship for his command.

WEST GULF SQUADRON,

U. S. Flagship Estrella, off City of Mobile, June 22, 1865.

SIR: I have the honor to inform the Department that in sending north the sloops *Richmond*, *Lackawanna*, and *Ossipee* for necessary repairs which could not be made here, I am left without a suitable cruising flagship. I would therefore respectfully request the Department to allow me to have the *Pensacola* or *Hartford*, or a vessel of the same class, which could readily enter the bays of Mobile and Pensacola or the Mississippi River.

If the Department should be pleased to grant my request, I beg leave to suggest that the vessel be fitted with a suitable poop cabin, as the accommodations must necessarily be large to furnish the officers of the staff, as well as those attached to the ship, with suitable accommodations.

Very respectfully, etc.

H. K. THATCHER,
Acting Rear-Admiral, Commanding Western Gulf Squadron.

HON GIDEON WELLES,
Secretary of the Navy, Washington.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, regarding the withdrawal of concessions by the French and British Governments from Southern belligerents.

NAVY DEPARTMENT, June 22, 1865.

SIR: Information has been communicated to this Department by the Secretary of State that the Imperial Government of France has removed all restrictions heretofore imposed by it upon naval intercourse with the United States and has withdrawn from the insurgents the character of belligerents.

The Government of Great Britain also withdraws her concessions heretofore made of a belligerent character from the insurgents, but the withdrawal of the twenty-four hours rule has not been made absolute. Reciprocal measures will be extended to the vessels of that country.

The blockade of the ports and coast of the United States will soon cease, and with the cessation of hostilities the belligerent right of search will also cease.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron, New Orleans, La.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the departure from Pensacola of the U. S. S. Lackawanna.

WESTERN GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, June 23, 1865.

SIR: I have the honor to report to the Department that the U. S. S. *Lackawanna* sailed from Pensacola on the 21st instant for New York. Captain Emmons had orders to report to the Navy Department by letter.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Western Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the departure from Pensacola of the U. S. brig Bohio.

WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, June 23, 1865.

SIR: I have the honor to report that the U. S. brig *Bohio* sailed from Pensacola for New York on the 20th instant, under command of Acting Master N. J. Blasdell, lately commanding the *Kittatinny*.

I detached Acting Master William M. Stannard from the *Bohio* and ordered him to the *Kittatinny*.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, announcing arrival at Philadelphia.

U. S. STEAM SLOOP OSSIPEE,
Philadelphia, [Pa.], June 28, 1865.

SIR: I have the honor to report the safe arrival of this ship off the navy yard at Philadelphia, towed by the U. S. S. *Yantic*, from Hampton Roads. Accompanying please find a list of the officers.

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

WM. E. LE ROY,
Commander, U. S. Navy.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, forwarding the last flag captured in the civil war.

WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, Ala., June 29, 1865.

SIR: I have the honor to forward herewith to the Department the rebel flag of the armed picket schooner *Le Compt*, captured by the U. S. S. *Cornubia*, Acting Volunteer Lieutenant Johnstone, off Galveston, on the 25th May, 1865.

On the same day the blockade runner *Denbigh* was destroyed. It is believed to be the last rebel flag on the coast afloat captured from the rebels during this war, and may possess an interest at the Department. It has been duly marked as above, and was recently received from Captain B. F. Sands, U. S. Navy, senior officer on the coast of Texas.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Western Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, requesting permission to discharge at New Orleans men from the Mississippi Squadron.

WEST GULF SQUADRON,
U. S. Flagship *Estrella*, off Mobile, Ala., June 30, 1865.

SIR: The *Choctaw* and *Lafayette*, vessels formerly belonging to Acting Rear-Admiral Lee's squadron, have arrived at New Orleans, sent there by the admiral under orders from the Department; the officers to be sent to the Mississippi Squadron, but the men to be distributed here.

Many of the men rated as seamen and ordinary seamen of these vessels have never been afloat, and of course are useless in those grades on board the vessels to be retained in this squadron, and I would therefore request permission from the Department to discharge at New Orleans all such men. The same remark may be made of the crew of the Mississippi ironclads and the vessels usually known here as tinclads.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting reports of survey on captured Confederate vessels, with information regarding the ram Nashville.

No. —.]

WEST GULF SQUADRON,
U. S. Flagship *Estrella*, off Mobile, Ala., June 30, 1865.

SIR: I have the honor to forward to the Department a report of the surveys which I ordered on the rebel prize vessels *Morgan*, *Black Diamond*, and *Baltic*, late of the rebel Navy. The *Nashville*, iron-clad ram, still remains aground 40 miles above Mobile, where she will remain until a heavy rise of water takes place. The water was falling at the rate of $1\frac{1}{2}$ feet per day. No opportunity has offered for holding a complete survey of that vessel, but her dimensions and other facts relating to her have been officially reported to me by Acting Volunteer Lieutenant William Hamilton, as follows:

Extreme length, 271 feet; extreme breadth over wheels, $95\frac{1}{2}$ feet; keel, 250 feet; shield on deck, 142 feet; breadth of shield, 40 feet; beam, outside, $62\frac{1}{2}$ feet; beam, inside, 46 feet; depth, 13 feet; draft, 10 feet 9 inches. The *Nashville* is clad on the forward end of shield with three 2-inch iron plates, the lower plate laid horizontally and the two upper plates perpendicularly. The after end is clad with one 2-inch plate laid perpendicularly. The pilot house is clad with three 2-inch plates similar to the forward end of shield. The sides of shield are not protected. She has an engine connected with each wheel; cylinders 30 inches diameter, stroke 9 feet. She has seven 40-inch double-flued boilers. Engine and boilers in good order.

Her armament consists of three 7-inch Brooke rifles and one 24-pounder howitzer. She was hogged when surrendered and is not strong enough to bear the weight of her full armor.

This vessel is not coppered and is hog-braced athwartships, showing the weakness of her hull, and she could not live in a seaway. I respectfully submit that the material of the vessel be taken off and removed to Pensacola navy yard for preservation until required for use, and that the hull then be sold in the same way as the other vessels surrendered.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Western Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.]

U. S. S. METACOMET, *June 19, 1865.*

SIR: In obedience to your orders, we have surveyed the U. S. S. *Baltic*, and find her to be of the following dimensions and in the following condition:

Length from after side of stern to forward side of sternpost, 182 feet. Length over all, 186 feet. Breadth of beam, 38 feet. Draft of water, forward, 6 feet 5 inches. Aft, 5 feet 7 inches. The *Baltic* is built like all other river steamers, but was strengthened when she was constructed into a ram. Her hull is in good condition below the load line, but above the load line her hull and upper works are rather rotten in some places. Her main deck is in a very bad condition and rather rotten. Her cylinder timbers are affected with the dry rot in some places, and not very well secured. The accommodation for officers consists of one large room below the main deck, similar to a trunk cabin, for sleeping and messing in. There is a small room on deck for the commanding officer to occupy; this includes all the quarters for officers. The quarters for the crew are on deck; there are some bunks below in the hold for petty officers to sleep in. The *Baltic* would make a very good steamer for towing purposes, and could be repaired to do good service; she measures 624 tons.

She has two noncondensing engines of the usual Western river type and arrangement. Diameter of cylinder, 22 inches; length of stroke, 7 feet. These engines are in good condition and repair, with the exception of the timberwork, or foundations, which are very much decayed, and will have to be replaced before the vessel can be used. The wheels are 29 feet in diameter and 8 feet wide, independent in their action. The engines are supplied with steam by four cylindrical (double 15-inch-flued) boilers, 24 feet long and 3 feet in diameter, very old and leaky. The furnaces are calculated to burn either wood or bituminous coal. The ship has storage for 75 tons of coal. The doctor or donkey pump, with some small repairs, will be in good order. The pipe connections between boilers and engines (some of them of copper) are in good condition. The boilers have the usual complement of steam and water gauges. This

ship is not safe to run in consequence of the bad condition of the boilers.

We would recommend her to be sold for the benefit of the Government.

Very respectfully, your obedient servants,

PEIRCE CROSBY,
Commander.

JOHN IRWIN,
Lieutenant-Commander.

W. M. ROGERS,
Acting Chief Engineer.

T. W. RAE,
Second Assistant Engineer.

JOHN CRONAN,
Acting Carpenter.

Acting Rear-Admiral HENRY K. THATCHER,
Commanding West Gulf Squadron.

U. S. S. [METACOMET],
Off Mobile, Ala., May 29, 1865.

SIR: In obedience to your order we have held a strict and careful survey on the side-wheel steamer *Morgan*, and respectfully report as follows:

She is 196 feet long from the after side of the stem to the forward side of the sternpost, and 202 feet over all. Her breadth of beam is 38 feet; depth of hold, 13 feet in the clear. She has two decks, a berth, and spar deck; the distance between them is 6 feet 6 inches. The hull is constructed of yellow pine, with the exception of her first futtocks, which are white oak, and the knees supporting the spar-deck beams, which are of swamp cedar. She is well keelsoned, but they are not thoroughly fastened. Her frame is 11 by 14, composed of two thicknesses of 5½ flitch and 24 inches from center to center. She is ceiled with 2½-inch plank; the plank on the hull abaft the wheels on both sides has got the dry rot and needs stripping to the water's edge; the seams on the hull require calking, also the docks. The two hawse chocks forward are completely gone; they should be taken out and new ones put in. The stem is split and open; some of the main-deck planks require to be taken out, as they are rotten. The wheels want some slight repairs. The starboard wheel beam and arch supporting the same are broken, causing the shaft to drop down in consequence of its weakness. There are three shot holes on the starboard side close to the water's edge, patched with copper and canvas. The wardroom and steerage need some slight repairs; she is not coppered. The hull requires more fastening. Her draft of water is 7 feet 2 inches. She has four cylindrical double-flue boilers, 29 feet 6 inches long, and 3 feet 5 inches in diameter, the flue being 1 foot 3 inches in diameter. She burns either bituminous coal or wood; she carries 93 tons of the former; no considerable quantity of wood can be got into the bunkers, from their irregular shape. The boilers are in good condition, and we would recommend that the steam pipes leading from the engines be felted and cased, and that

salinometer-pots be attached to them for use in the short trips she may be obliged to make in outside water. She has two noncondensing engines, an improved form of the Western river boat type, each one driving a wooden side-wheel 26 feet 4 inches in diameter. The stroke of the piston is 7 feet and the diameter of their cylinders 1 foot 11 inches. We would recommend that the crosshead guides be taken down and planed off, and that the main shaft be lined up. These repairs are particularly needed. We would also recommend that the exhaust pipes of the engines be felted and cased; that the doctor or auxiliary pump have its bilge chamber repaired, main induction pipes straightened, and cold-water pump barrel bored out; also that the ventilators of the engine room be doubled in diameter, and that a deck plate be put in over the port engine similar to that already over the starboard one, for the purpose of leading wind sails below. The fact that the paddle wheel being disconnected renders the vessel totally unfit for service in rough water, as at each lurch one engine would be racing at a dangerous speed while the other would nearly stop. The amount of rolled iron used for armor is, as near as can be estimated, 3,858 cubic feet, weighing 148,176 pounds. Her armament consists of one VI-inch double-banded Brooke gun, two 32-pounder rifled and banded guns, two long 32-pounder smoothbores, one VII-inch double-banded Brooke gun. The quarters for both officers and men on board of the *Morgan* are well arranged for that class of ship. Draft of water, aft, is 6 feet 2 inches; forward, 5 feet 8 inches; tonnage, 863 tons.

We recommend that the *Morgan* be sold at public sale for the benefit of the Government.

Very respectfully, your obedient servants,

PEIRCE CROSBY,
Commander.

JOHN IRWIN,
Lieutenant-Commander.

WM. ROGERS,
Acting Chief Engineer.

T. W. RAE,
Second Assistant Engineer.

JOHN CRONAN,
Acting Carpenter.

Acting Rear-Admiral HENRY K. THATCHER,
Commanding West Gulf Squadron.

—U. S. S. METACOMET,
Off Mobile, Ala., May 29, 1865.

SIR: In obedience to your order, we have held a strict and careful survey on the side-wheel steamer *Black Diamond*, and respectfully report as follows:

She is a new boat, constructed for river navigation and built as strong as steamers of that class usually are. The hull, and all the woodwork, is of yellow pine; her dimensions are as follows:

From the after side of the stem to the forward side of the stern-post, 153 feet. Length over all, 156 feet. Breadth of beam, 31 feet.

Extreme breadth of beam, including guards, over all, 48 feet. Depth of hold in the clear, 5 feet 6 inches. Diameter of wheel, 22 feet. There is one main keelson of proportional dimensions running fore and aft from apron to stern, bolted with three-fourths inch round iron through floor timbers, with a washer on the head of each, and riveted. The hull is also secured with two bilge keelsons gained into floor timbers, and running the whole length of hull, fastened with a bolt three-fourths inch round through each frame, likewise two sister keelsons midway between the main and bilge keelsons; they extend the whole length of the hull, and are fastened with the same size and kind of iron. There are three bulkheads running from stem to stern, which, together with four rows of stanchions, support the main deck. The ceiling is $1\frac{1}{2}$ inches thick. The planks on the hull are $2\frac{1}{2}$ inches thick, and well fastened with spikes and butt bolted with five-eighths iron. The promenade deck and works above are in good order, put together plain and substantial. She is well constructed.

This boat has three cylindrical double-flue boilers 26 feet long and 3 feet 2 inches in diameter. They burn either bituminous coal or wood. They have evidently been turned upside down since they were first used, though their condition appears to be very good. We would recommend that the portion of the boilers now uncovered be bricked over, that the steam pipes be felted and cased, that the bridge walls be rebuilt, and that a steam gauge and salinometer pots be attached to them. She has two noncondensing engines of the ordinary Western river boat type, each one driving a wooden side-wheel 21 feet 8 inches in diameter. The stroke is 6 feet and the diameter of their cylinders 1 foot 5 inches; they are in fair condition, although very old. We would recommend that the keys at present used in the journals be replaced by others of the usual form, and that the port pillow block be secured more thoroughly in its place. The doctor or auxiliary pump is very poor, but the substitution of new brasses throughout and one new connecting rod will make it serviceable for some time. This report would have been more accurate if the examination of the boilers and engines had been made while under steam, but we believe that all repairs necessary to render them equal to any service that is likely to be required of them are herein specified.

Not being adapted to naval purposes, we would recommend her to be sold.

Very respectfully, your obedient servants,

PEIRCE CROSBY,
Commanding.

JOHN IRWIN,
Lieutenant-Commander.

WM. ROGERS,
Acting Chief Engineer.

T. W. RAE,
Second Assistant Engineer.

JOHN CRONAN,
Acting Carpenter.

Acting Rear-Admiral HENRY K. THATCHER,
Commanding West Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting list of vessels of West Gulf Squadron for July 1, 1865.

WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, July 3, 1865.

SIR: I have the honor to forward herewith a tabular statement showing the names of the vessels of this squadron, their class, number of guns, names of commanding officers, and the position of the vessels on the 1st of July.

The *Cincinnati* is the Mississippi ironclad to be retained, but as her commanding officer, Lieutenant-Commander George Brown, has been out in this squadron for a long time, I have detached him from that vessel and ordered him to take command of the *Pocahontas*, which vessel is under orders to proceed North. I have at the same time detached Lieutenant-Commander R. R. Wallace, recently sent to this squadron for the command of the *Pocahontas*, and ordered him to the *Cincinnati*.

The *Manhattan* is at present in command of an acting master.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

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

[Enclosure.]

Vessels of West Gulf Squadron July 1, 1865.

Name.	Class.	No. of guns.	Commanding officer.	Present duty or station.
Albatross	Screw	7	Actg. Vol. Lieut. Geo. [H.] Mundy.	Coast of Texas.
Althea	Screw	1	.....	Sunk by torpedo; raised and to be put on ways Mobile.
Antona	Screw	5	Actg. Vol. Lieut. John F. Harden.	Off Galveston.
Aroostook	Screw	7	Lieut. Comdr. J. S. Skerrett ...	New Orleans, for repairs.
Arthur	Bark	6	Actg. Vol. Lieut. J. E. Stannard.	Pensacola Bay, to be sent North.
Augusta Dinsmore..	Screw	4	Actg. Vol. Lieut. M. B. Crowell	Dispatch steamer between New Orleans and Texas.
Bloomer	Stern wheel.	2	.....	Sunk at East Pass, Pensacola Bay.
Buckthorn	Screw	2	Actg. Master W. M. Stannard .	Off Mobile.
Carrabasset	Stern wheel.	6	Actg. Vol. Lieut. E. Leonard ..	New Orleans, for sale.
Cayuga	Screw	7	Lieut. Comdr. H. Wilson	Off Galveston, ordered to go North.
Charlotte	Schooner...	2	Mate A. Whiting	Pensacola Bay.
Chickasaw	Ironclad...	4	Lieut. Comdr. G. H. Perkins...	On her way to New Orleans to be laid up.
Chocura	Screw	4	Lieut. Comdr. R. W. Meade, jr. (On leave at North.)	New Orleans, for repairs.
Cincinnati	Ironclad...	11	Lieut. Comdr. R. R. Wallace ..	Off Mobile.
Clematis	Screw .....	.....	Actg. Vol. Lieut. S. P. Crafts...	New Orleans.
Cornubia	Side-wheel .	5	Actg. Vol. Lieut. Comdr. J. A. Johnstone.	Off Galveston.
Corypheus	Schooner...	4	Actg. Master and Pilot J. H. Collins.	Off Mobile, to be sold.
Cowslip	Side-wheel .	2	Actg. Ensign F. Ellms	Dispatch boat between Mobile Bay and New Orleans.
Elk	Stern wheel.	6	Actg. Vol. Lieut. N. M. Dyer .	Off Mobile.
Estrella	Side-wheel .	3	Lieut. M. L. Johnson	Flagship.
Fearnot	Ship	5	Actg. Master A. Rich	New Orleans.
Fort Gaines	Stern wheel.	4	Actg. Master J. R. Hamilton .	Lake Pontchartrain, to be sold.
Fort Jackson	Side-wheel .	7	Capt. B. F. Sands	Off Galveston.
Genesee	Side-wheel .	8	Lieut. Comdr. J. Irwin	Ordered North.
Gertrude	Screw	8	Actg. Vol. Lieut. B. C. Dean .	Off Galveston.
Glasgow	Side-wheel .	2	Mate W. H. Childs (temporarily).	On the ways at Mobile.

Vessels of West Gulf Squadron July 1, 1865—Continued.

Name,	Class.	No. of guns.	Commanding officer.	Present duty or station.
Glide.....	Stern wheel.	6	Actg. Master L. S. Fickett ...	Ordered to New Orleans to be sold.
Grand Gulf.....	Screw	11	Comdr. J. Downes	New Orleans.
Hollyhock	Side-wheel .	3	Pilot Benj. Tarbell	Do.
Ida	Screw			Sunk off Mobile by a torpedo.
Itasca	Screw	4	Lieut. Comdr. N. Green	Off Mobile.
J. C. Kuhn	Bark	6	Actg. Master Geo. F. Wilkins.	Pensacola Bay, to go North, or to be sold here.
J. P. Jackson.....	Side-wheel .	6	Lieut. Comdr. A. R. Yates....	Pensacola Bay, to be sold, or go North.
Jasmine.....	Screw	2	Actg. Ensign F. J. Brenton...	Pensacola Bay.
Kennebec	Screw	5	Actg. Vol. Lieut. Comdr. L. W. Pennington.	Ordered to go North.
Kickapoo.....	Ironclad....	4	Lieut. Comdr. M. P. Jones....	On her way to New Orleans to be laid up.
Kittatinny.....	Schooner...	6	Actg. Ensign E. D. Springer..	Off Mobile, storeship.
Manhattan.....	Ironclad....	2	Actg. Master J. Ross.....	At Head of [the] Passes, Mississippi River.
M. A. Wood.....	Schooner...	3	Actg. Master A. C. Starrett...	Mobile Bay.
Metacomet.....	Side-wheel .	10	Commander P. Crosby.....	Off Mobile.
Meteor.....	Stern wheel	6	Actg. Vol. Lieut. Comdr. T. B. Du Bois.	Off Mobile to be sold.
Milwaukee	Ironclad....			Sunk by a torpedo in Blakely River.
Narcissus	Screw	1	Actg. Master W. Harcourt....	Off Mobile.
New London.....	Screw	5	Actg. Vol. Lieut. W. Godfrey.	Ordered North.
Nyanza	Stern wheel	6	Actg. Vol. Lieut. C. A. Bou-telle.	Mississippi Sound.
Octorara	Side-wheel .	10	Lieut. Comdr. W. W. Low....	Ordered North to be sold.
Oneida	Screw	12	Commander T. H. Stevens ...	Off Galveston.
Osage	Ironclad....	2		Sunk by a torpedo in Blakely River.
Pampero.....	Ship	6	Actg. Master O. Colburn	New Orleans.
Pembina	Screw	5	Lieut. Comdr. J. G. Maxwell.	New Orleans for repairs.
Penguin	Screw	7	Actg. Vol. Lieut. Jas. R. Beers.	Off Galveston.
Penobscot.....	Screw	4	Lieut. Comdr. A. E. K. Ben-ham.	Ordered North.
Pink	Screw	3	Actg. Vol. Lieut. S. Belden ..	Pensacola navy yard for repairs.
Pocahontas	Screw	6	Lieut. Comdr. G. Brown.....	Ordered North.
Port Royal	Side-wheel .		Lieut. Comdr. B. Gherardi...	Off Galveston.
Portsmouth.....	Sloop	18	Lieut. Comdr. S. R. Franklin.	New Orleans.
Potomac	Frigate	42	Commander A. Gibson.....	Pensacola Bay.
Preston	Screw	3	Actg. Vol. Lieut. Jas. R. Wheeler.	Off Galveston.
Princess Royal.....	Screw	7	Actg. Vol. Lieut. Comdr. C. F. W. Behm.	Ordered North.
Rodolph	Stern wheel			Sunk in Blakely River by torpedo.
Rose	Screw	2	Actg. Ensign W. D. Maddocks	Off Mobile.
Sam Houston	Schooner...	1	Actg. Vol. Lieut. and Pilot M. Freeman.	Mobile Bay.
Sciota	Screw		Actg. Vol. Lieut. J. W. Ma-gune.	Ordered North.
Sebago	Side-wheel .	10	Lieut. Comdr. D. B. Harmony	Do.
Selma	Side-wheel .		Actg. Master J. H. Allen.....	New Orleans.
Seminole	Screw	9	Commander A. G. Clary.....	Ordered North.
Stockdale	Stern wheel	6	Actg. Vol. Lieut. T. Edwards	Off Mobile.
Tallahatchie	Stern wheel	6	Actg. Master T. J. Linnekin .	Off Mobile to be sold.
Trefoil	Screw	3	Actg. Master C. C. Wells	Dispatch boat between Mo-bile and Pensacola bays.
Tritonia.....	Side-wheel .	3	Actg. Vol. Lieut. Geo. Wiggin.	Pensacola navy yard for repairs.
Vincennes	Sloop	10	Actg. Vol. Lieut. Wm. M'Gloin	Off Ship Island, ordered North.
Virginia.....	Screw	7	Actg. Vol. Lieut. C. H. Brown	Off Galveston, ordered North.
W. G. Anderson.....	Bark	8	Actg. Master H. Tibbits	New Orleans, to go North.
Winnebago	Ironclad....	4	Lieut. Comdr. W. A. Kirkland	On her way to New Orleans to be laid up.
Baltic	Side-wheel .		Actg. Ensign L. R. Vance....	Off Mobile, a prize.
Black Diamond	Side-wheel .		Actg. Ensign F. R. Iaschke..	Do.
Morgan	Side-wheel .	8	Actg. Vol. Lieut. C. J. Gibbs .	Do.
Nashville	Ironclad....	4		A prize, aground at junction of Alabama and Tensas rivers.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report regarding the recovery of light-house apparatus stored at St. Martinsville, La.

WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile City, Ala., July 1, 1865.

SIR: I have the honor to enclose herewith to the Department a copy of Acting Volunteer Lieutenant Ezra Leonard's report in relation to the recovery of some light-house materials stored at St. Martinsville, La.

Orders have been given to turn this property into the Reading Press, at New Orleans, La., subject to the order of the Light-House Board at Washington.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

[Enclosure.]

U. S. S. CARRABASSET,
Off Brashear City, June 21, 1865.

SIR: I have the honor to report that having learned that the illuminating apparatus of three of the light-houses off the coast of Louisiana (viz, Ship Shoal, Shell Keys, and S. W. Reef light-houses) had been stored at St. Martinsville, La., I left this place on the 17th instant in search of them. At Franklin, La., I took on board Mr. R. N. McMillan, formerly U. S. collector for the district of Teche, and then proceeded to [St.] Martinsville, where I found them stored in the warehouse of Messrs. Broussard and Testrow, and took them all on board. They consist of prismatic lenses, reflectors, lanterns, plate glass, chimneys, tools, machinery, block, oil, tanks, oil feeders, etc. I believe nothing is broken, but they are in bad order, having been stored three years. I consider it my duty to take charge of this property for the U. S. Government, as it is very valuable, and a longer delay would have caused the necessity of transporting them by land, as the Bayou Teche is falling fast. I would also report that some damage was done to the light woodwork of this vessel in going up the bayou after the property.

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

EZRA LEONARD,
Acting Volunteer Lieutenant and Senior Officer Present.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report of a board of officers for the execution of Department's instructions in the reduction of the naval force in the Gulf.

No. 212.]

WEST GULF SQUADRON,

U. S. Flagship Estrella, off City of Mobile, Ala., July 1, 1865.

SIR: I have had the honor in a previous communication to acknowledge the receipt of the Department's dispatch of May 31, ordering the reduction of the squadron, and directing that such of the surplus purchased vessels as can possibly be sold at New Orleans may be retained there for that purpose, and will be sold under direction of the Chief of the Bureau of Construction.

I have appointed Commander John Downes, Lieutenant-Commander William Mitchell, Acting First Assistant Engineer J. C. Cree, and Carpenter G. E. Burcham, a board to carry out the instructions of the Bureau of Construction and Repair, and herewith submit a copy of my orders to them. (Enclosure, marked No. 1.)

Commander Downes relieved Captain T. P. Greene as senior officer at New Orleans, gone North with the *Richmond*.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

WEST GULF SQUADRON,

U. S. Flagship Estrella, off Mobile, June 29, 1865.

GENTLEMEN: You are hereby appointed a board to carry out the following instructions, which are given to you in accordance with orders from the Navy Department and refer to the sale of vessels of the West Gulf Squadron.

1. Before any vessel is advertised for sale, you will make a careful appraisalment of the value which the said vessel ought fairly and justly bring at public sale in the condition in which she stands when offered for sale, keeping in view the condition of the hull and machinery and the work to be done to them. (See copy of communication from the Bureau of Construction and Repair, dated May 30, hereto appended, marked "A.")

2. Before any of the vessels usually known as tinclads are offered for sale, the iron plating intended to protect the boilers and machinery, as well as the crew at the guns, will be removed, and the fresh water apparatus, with the tanks; this work to be done by the officers and crew before the vessels go out of commission.

3. Before offering any vessel for sale, the armament, nautical instruments, navy anchors and chains, stores and iron ballast, if any, will be removed, but the furniture, cooking utensils, sails, a sufficient number of casks, scuttlebutts, boats, etc., usual in the merchant service, should go with the vessel. (See copy of communication from the Bureau of Construction and Repair hereto appended, marked "B." dated June 2, 1865.)

4. The advertisements for the sale of the vessels will be made in my name, as the commanding officer of the West Gulf Squadron, and inserted in one public newspaper in the cities of New Orleans, Memphis, and St. Louis. (See copy of communication from the Bureau of Construction and Repair, dated May 30, hereto appended, marked "C.")

5. When a vessel is sold at public sale, the auctioneer will receive such sum for his services as may have been agreed upon by the board, not, however, in any event to exceed 1 per cent of the amount for which the vessel is actually sold. In the case where there is no bid, or the vessel is withdrawn, the auctioneer will be paid \$25 for his services, where the limit placed on the value exceeds \$5,000. Where the limit is less than \$5,000, the auctioneer will be paid such sum as the board may consider sufficient, not to exceed one-half of 1 per cent. The bill of sale will be signed by the board on behalf of the Navy Department, and the registered dimensions required by the new tonnage law will be inserted in the bill of sale for the identification of the vessels. These dimensions will be measured by the board and must be inserted in the advertisement. (See copy of communication from the Bureau of Construction and Repair, dated May 12, hereto appended, marked "D.")

6. When the vessel is sold at public auction, the purchaser will be required to deposit at once with the president of the board the sum of 5 per cent of the proceeds of the sale, and the purchase money must be paid within six days from the day of sale to the president, who will deposit the same with the fleet paymaster of the West Gulf Squadron to the credit of the appropriation of construction and repair, and forward the certificate of the said deposit to the Bureau. (See copies of communications from the Bureau of Construction and Repair marked "D" and "E.") The bill of sale will be made out by the board.

7. When vessels are ordered to be sold, you will have a general inventory made of what is to be disposed of with the vessel, as masts, rigging, sails, boats, furniture, etc., stating the general numbers, quantity, and description of articles, which parties can see when they examine the vessel with a view to bid. In the advertisement the diameter of the cylinder and the stroke of the piston must be mentioned. (See communication from the Bureau of Construction and Repair, dated May 15, 1865, marked "F.")

8. The Bureau has instructed me that if I am not able to dispose of some of the Mississippi boats now, it will be better to retain them a while than to have them sacrificed.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral.

Commander JOHN DOWNES.

Lieutenant-Commander WM. MITCHELL.

Acting First Assistant Engineer JOSEPH C. CREE.

Carpenter G. E. BURCHAM.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. Chickasaw, to proceed to New Orleans.

WEST GULF SQUADRON,

U. S. Flagship Estrella, off Mobile, Ala., July 2, 1865.

SIR: As soon as the *Chickasaw* is ready for sea, you will proceed to New Orleans, in tow of the U. S. S. *Sebago*, and report to Commander Downes, senior officer at that place.

Very respectfully,

H. K. THATCHER,

Acting Rear-Admiral, Commanding West Gulf Squadron.

Lieutenant-Commander GEO. H. PERKINS, U. S. Navy,
Commanding U. S. S. Chickasaw, off Mobile, Ala.

[Endorsement.]

This takes effect when the court adjourns.

E. SIMPSON, *Fleet Captain.*

Letter from Major-General Granger, U. S. Army, to Captain Sands, U. S. Navy, transmitting papers captured on the U. S. steamers Harriet Lane and Morning Light.

HEADQUARTERS DISTRICT OF TEXAS,

Galveston, July 2, 1865.

CAPTAIN: I have the honor to forward herewith records and papers, public and private, captured by the rebels on the *Harriet Lane* and *Morning Light*. They have been delivered to me by an officer of the late so-called Confederate district court.

Very respectfully, your obedient servant,

G. GRANGER,

Major-General Commanding.

Captain B. F. SANDS, U. S. Navy,
Commanding Second Division West Gulf Squadron.

Letter from Captain Sands, U. S. Navy, to Major-General Granger, U. S. Army, acknowledging letters and papers from the Confederate district court.

U. S. S. FORT JACKSON,

Off Galveston, Tex., July 2, 1865.

GENERAL: I have the honor to acknowledge receipt of your communication of this day's date, forwarding records and papers, public and private, captured by the rebels on the *Harriet Lane* and *Morning Light*, which had been delivered to you by an officer of the so-called Confederate district court.

Very respectfully, etc., your obedient servant,

B. F. SANDS,

Captain, U. S. Navy,

Comdg. Second Division West Gulf Squadron.

Major-General G. GRANGER,
Commanding District of Texas.

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, restricting the use of Confederate titles.

NAVY DEPARTMENT, July 6, 1865.

SIR: The Department has noticed that the several communications to the President from rebel officers, forwarded by you, bear an official signature, and it informs you that this is unnecessary, if not inappropriate.

In speaking of them in official dispatches you will avoid giving them any title derived from their position in the rebel service.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, giving his opinion regarding the transfer of Mississippi River monitors to the Atlantic coast.

WEST GULF SQUADRON,
U. S. Flagship Estrella, off Mobile, July 6, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's dispatch, dated June 20, and in reply thereto to state that, in my opinion, no one of the Western river monitors, with the Eads platform, could make the voyage from this bay to the Chesapeake with reasonable safety.

On the passages to and from the Mississippi River it was necessary to watch for a smoother sea and to make the trips via the Mississippi Sound and inside the Chandeleurs.

Their frames are very weak and they can only be made serviceable in perfectly smooth waters.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Order of the Secretary of the Navy to Acting Rear-Admiral Thatcher, U. S. Navy, for the reduction of the squadron under his command.

NAVY DEPARTMENT, July 7, 1865.

SIR: The West Gulf Squadron, under your command, will be reduced, with as little delay as possible, to 12 vessels in all, which number is to embrace tugs, storeships, etc. You can select that number of vessels and send all others North.

Pensacola is to be regarded as the headquarters of the squadron, and all necessary repairs must be made there. You will discontinue all other workshops within the limits of your command, now car-

ried on under your orders or those of your predecessor or the orders of the late commanding officer of the East Gulf Squadron, and pay off the hired employes, sending North those who wish a passage. Work needed in the squadron, which is not done at Pensacola, must be executed by the men composing the crews of the vessels. Key West as a naval station will be discontinued. It can still be used as a coal depot and for the accommodation of stores.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral H. K. THATCHER,
Commanding Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the raising of the U. S. S. Sciota and departure for Pensacola.

WEST GULF SQUADRON,
U. S. Flagship Estrella, Mobile Bay, Ala., July 7, 1865.

SIR: The U. S. S. *Sciota*, Acting Volunteer Lieutenant J. W. Magune, commanding, which was sunk by a torpedo, as reported to the Department in my dispatch No. 61, has been raised, repaired, and sent round to Pensacola for her armament, with orders to proceed from thence to New York. This vessel would have been detained in the squadron, but for the reason that docking her after her misfortune will be a measure of prudence. The dock at this port is constantly in use by the army and of no service to the navy.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding West Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, of his assuming command of the Gulf Squadron.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, July 13, 1865.

SIR: I have the honor to report to the Department that on the 9th instant I received a letter * from Acting Rear-Admiral C. K. Stribling, informing me that on the 5th instant he had given up the command of the Eastern Gulf Squadron.

I have, therefore, as ordered by the Department, taken command of the Gulf Squadron.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

* See Series I, volume 17, p. 861.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the condition of the U. S. S. Fort Donelson.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, July 13, 1865.

SIR: I have the honor to report that the U. S. S. *Fort Donelson* has arrived on this station and that her commanding officer, Acting Master George W. Frost, reported to me on the 11th instant that his vessel was very much out of repair in her machinery, she being able to make but 6 or 7 knots under most favorable circumstances. I therefore ordered a survey, the result of which determined me to send her North, after giving her sufficient repairs to enable her to reach there. Another objection to the *Fort Donelson* is her large consumption of coal compared with the small amount of service which she is able to perform. I forward herewith the report of the survey held upon the vessel here, and also copies of reports on her condition sent from Fortress Monroe, Beaufort, N. C., and Port Royal, S. C.

Very respectfully, your obedient servant,

H. K. THATCHER.

Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, giving list of vessels detached from his command.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, July 13, 1865.

SIR: I have the honor to inform the Department that in obedience to its orders contained in its dispatch of the 31st May, I have sent North the following vessels not before reported:

Date.	Vessel.	Ordered to—
July 10.....	Sebago.....	New York.
July 12.....	Genesee.....	Philadelphia.
July 12.....	Princess Royal.....	Do.
July 12.....	New London.....	Boston.
July 18.....	Penobscot and Cayuga.....	New York.
July 18.....	Sciota and Pocahontas.....	Do.
July 18.....	Vincennes.....	Boston.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

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

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. Metacomet, to proceed to Philadelphia.

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, July 14, 1865.

SIR: You will proceed with the U. S. S. *Metacomet* under your command to this place and report to the senior officer afloat; also to Commander James F. Armstrong, commandant of the navy yard, for such necessary repairs as will enable your vessel to make the passage North.

After turning over to the commandant here all surplus stores, also all medical property to the surgeon in charge of the hospital, you will proceed to Philadelphia and report to the commandant of the navy yard there, and also to the Navy Department by letter, enclosing a copy of this order.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Commander PEIRCE CROSBY, U. S. Navy,
Commanding U. S. S. Metacomet, Mobile Bay.

Report of Commander Crosby, U. S. Navy, regarding two boats taken by him from shipyard of John Mahoney, of Algiers, La.

U. S. S. METACOMET,
Mobile Bay, July 14, 1865.

SIR: In answer to the Department's communication to me of the 23d of June, in relation to the two boats taken by me from the shipyard of John Mahoney, of Algiers, La., I have to state that the boats were found in the same shipyard that the rebels were building iron-clad vessels in, the frames of which were cut up and destroyed, as our vessels approached New Orleans on the day of its capture; and there were also several launches just built, with pivots and tracks laid for carrying guns, all ready for launching, and everything indicative that all the property, including the boats I took for the *Pinola*, and which were regular naval built boats, belonged to and were intended for the use of the enemy against us.

At the time I took the boats the owner of them had left with many others, no doubt from fear of being made a prisoner.

Admiral Farragut directed me to seize the launches referred to in the yard, but before I had time to do so they were stolen away.

I believed the owners of the boats to be rank rebels, doing all they could against us, and that is the reason I did not pay for them at the time of taking them.

I gave the note enclosed, stating that I had taken the boat, to show that I held myself responsible for my acts, and in case the parties could prove themselves loyal to the Government, or if their claims were considered good, might get pay for their property.

The *Pinola* lost all her boats in the fight, and passage of Forts Jackson and St. Philip, except the launch, and those taken from the shipyard were exactly the kind she needed.

The boats taken from Mr. Mahoney were worth about \$300.

Very respectfully, your obedient servant,

PEIRCE CROSBY, *Commander.*

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. Metacomet.

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, July 15, 1865.

SIR: You will take in tow the U. S. S. *Cincinnati* and proceed with the U. S. S. *Metacomet* under your command to New Orleans, and on your arrival there report to Commander John Downes, senior officer present. You will then return to your present anchorage off Mobile.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Commander PEIRCE CROSBY, U. S. Navy,
Commanding U. S. S. Metacomet, Mobile Bay, Ala.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, giving additional list of vessels withdrawn from the Gulf.

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, July 15, 1865.

SIR: I have the honor to inform the Department that I have to-day issued orders to the following-named vessels, heretofore attached to the East Gulf Squadron, to proceed North, after landing their surplus stores at Key West:

Vessel.	Class.	Ordered to—
Honduras	Steamer	New York.
Hendrick Hudson	do.....	Philadelphia.
Hibiscus.....	do.....	New York.
Spiraea.....	do.....	Do.
Yucca.....	do.....	Boston.
Clyde.....	do.....	Philadelphia.
George Mangham	Supply schooner.....	New York.

The U. S. supply steamer *New Berne* sails from this port this evening with the foregoing orders.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, of the sailing of the U. S. S. Kennebec for Boston.

GULF SQUADRON,
U. S. Flagship *Estrella*, Pensacola Bay, July 15, 1865.

SIR: I have the honor to report the sailing this day from Pensacola Bay of the U. S. S. *Kennebec*, Acting Volunteer Lieutenant Commander L. W. Pennington, ordered to Boston.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Commander Stevens, U. S. Navy, commanding Texas division of the Gulf Squadron, requesting instructions.

U. S. S. ONEIDA,
Off Galveston, July 17, 1865.

ADMIRAL: In obedience to your orders, I relieved Captain Sands (who sailed yesterday for Pensacola) in command of the Texas division of the Gulf Squadron.

The instructions which Captain Sands turned over to me as my rule of conduct do not contemplate the change in the condition of the country, the return of peace, the restoration of the national authority, and the opening of the ports to commerce, and consequently, the cessation of the blockade. I have therefore respectfully to request your instructions in this new condition of affairs, and would also respectfully recommend, should a force be kept for any length of time, it should be composed of vessels drawing not over 10 feet of water, which draft will enable them to enter the ports of most importance upon the coast. The *Oneida*, *Antona*, *Albatross*, and *Penguin* all draw too much water to cross a single bar upon the coast, and, being obliged to anchor on an exposed coast, are compelled to keep up steam at the expense of fuel, which is saved by vessels that can enter the ports.

The army is now in full possession of the State, and everything is going on peacefully and tranquilly.

Your obedient servant,

T. H. STEVENS.

Acting Rear-Admiral THATCHER.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, stating causes of delay in an entire execution of Department's orders for the reduction of the naval force in the Gulf.

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, July 15, 1865.

SIR: I have the honor to acknowledge the receipt of your telegram of the 12th instant, requiring me to reduce this squadron to twelve vessels, including tugs and storeships, to send all others North, and to make Pensacola my headquarters; to discontinue all workshops at other points, pay off and send home hired employés, work on vessels not required to be done at Pensacola to be done by men of the squadron. Key West can be used as a coal and store depot. When reduction is made, send home all fleet staff officers except a fleet captain, a fleet lieutenant, secretary, acting ensign, and a clerk.

I am now engaged in transporting engineers' stores from New Orleans by the *Pampero* and have detained the *Anderson* at New Orleans to receive the ammunition coming down the river, as the *Fearnot* will be insufficient without her. One of the tinclads is now engaged in raising the monitor *Osage*, sunk by a torpedo in Blakely River, and there is a reasonable prospect of being able to save that monitor. All the work is being done by the navy under the immediate superintendence of Acting Volunteer Lieutenant-Commander Du Bois, who has proved himself competent and indefatigable in the execution of this duty. The only considerable expense attending the raising of these vessels has been in the necessary employment of divers and steam pumps, but our success has so far been highly satisfactory. The *Sciota* has been raised, repaired, and sent North. The tugs *Glasgow* and *Althea* have been raised and are being put in order for service, and I trust that ere long I shall have the *Osage* moved beside her sister monitors at New Orleans. The work now going on may somewhat delay the entire execution of the Department's last order, for to carry it out literally now would involve the abandonment of the sunken vessels in the waters of Mobile Bay.

I would respectfully suggest the detention here of the schooner *Charlotte*, to be used as a transport for coal to Mobile Bay and other points, as she can be sailed very cheaply. One acting ensign and six or seven men would be sufficient for her and would save the heavy demurrage to which we now have to submit when employing chartered vessels to points where we have no depot.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Telegram.]

PENSACOLA, *July 16, 1865.*

(Received July 19, 1865—9:45 a. m.)

I have the honor to inform the Department that I have received its telegram* of the 12th instant, which orders I shall obey soon as pos-

* Substantially the same as letter from Department, dated July 7, 1865.

sible. The large accumulation of ammunition at this place renders the detention here of the *Anderson*, *Kuhn*, *Pampero*, and *Fearnot* indispensable to its safety. Shall I detain them? The schooner is also required for transportation—coal.

Very respectfully, etc.,

H. K. THATCHER,
Acting Rear-Admiral, Commanding.

Hon. G. WELLES,
Secretary Navy.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the movement of U. S. vessels northward.

No. 247.]

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, July 22, 1865.

SIR: I have the honor to inform the Department that the *Virginia* (iron vessel) sailed from this bay for Philadelphia on the 17th instant, and the *Seminole* for Boston and the *Octorara* for New York on the 20th. The *Fort Jackson* leaves to-day.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, giving list of vessels sent North.

No. 258.]

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, July 27, 1865.

SIR: I have the honor to report to the Department the departure of the following vessels of this squadron for the North since my dispatch, No. 247:

Date.	Vessel.	Commanding officer.	Ordered to—
July 25	Cornubia (iron vessel)	Act. Vol. Lt. Comdr. [J. A.] Johnstone.	Philadelphia.
July 26	Preston (iron vessel)	A. Vol. Lt. [J. R.] Wheeler...	Do.
Do	Onelda	Lt. Comdr. T. H. Stevens	New York.
July 27	Albatross	Act. Vol. Lt. G. Mundy	Boston.
Do	Antona (iron vessel)	Act. Vol. Lt. [J. F.] Harden..	Philadelphia.

I have sent the *J. P. Jackson* to New Orleans to be sold.

Very respectfully, etc.,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding wishes expressed by the governor-general of Havana regarding the C. S. ram Stonewall.

GULF SQUADRON,
U. S. Flagship Estrella, Key West, Fla., August 3, 1865.

SIR: I have the honor to inform the Department that I sailed from Pensacola in the *Fort Morgan* on her return trip to Key West on the 28th ultimo, touching at Havana to communicate with the U. S. consul at that port. I arrived there on Sunday, 30th, and sailed for this port on the 1st instant.

On Monday, the 31st ultimo, during a call of ceremony at the residence of the governor-general, he expressed a wish to deliver to my custody the ram *Stonewall*, and informed me that she was fully coaled, and that all her stores and supplies were on board, but in the absence of instructions from the Department in relation to this vessel I did not feel authorized to act.

The health of this port continues good.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, with enclosures regarding measures for the relief of American citizens in San Domingo, West Indies.

GULF SQUADRON,
U. S. Flagship Estrella, Key West, August 3, 1865.

SIR: I have the honor to forward herewith (marked No. 1) a copy of a communication from Vice-Consul Thomas Savage, Havana, giving certain information of the condition of things at the city of San Domingo, derived from our commercial agent there, who states that the lives and property of our citizens are in the greatest danger, and urging the presence of a United States vessel of war.

I have dispatched the *Mercedita* to that place, to take all necessary steps to protect the lives and property of American citizens. Enclosed herewith (marked No. 2) is a copy of my orders to Lieutenant-Commander M. Haxtun. On his return I shall send the *Mercedita* North.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

[Enclosures.]

U. S. CONSULATE-GENERAL,
Havana, July 24, 1865.

SIR: I have just received the following communication from our commercial agent at the city of San Domingo (Dominican Republic), dated 8th instant. Circumstances oblige me to write you a second request to urge some United States steamer of war to come to this port, as I have reason to believe that the lives and property of our citizens are in the greatest danger.

This is the first letter that has reached this office from that officer since he left Havana last May.

Many days will elapse before I shall have it in my power to send a dispatch to Cape Haitien, which I believe is the headquarters of the West India Squadron.

I am, very respectfully, your obedient servant,

THOS. SAVAGE,
Vice-Consul-General.

Rear-Admiral THATCHER,
Commanding Gulf Squadron.

U. S. FLAGSHIP ESTRELLA,
Key West, Fla., August 2, 1865.

SIR: Enclosed is a copy of communication from Thomas Savage, U. S. vice-consul at Havana, representing that the interests of our countrymen at the city of San Domingo are seriously endangered. You will therefore proceed with the *Mercedita* under your command to the city of San Domingo and put yourself at once in communication with our commercial agent there, and take all necessary steps to protect the lives and property of American citizens at that place.

If on your arrival at San Domingo you are satisfied that the presence of a man-of-war is necessary, you will report to me at the earliest opportunity; but if you are satisfied that your presence there is not required, you will return to this anchorage and report to me the state of affairs.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

Lieutenant-Commander MILTON HAXTUN,
Commanding U. S. S. *Mercedita*, Key West, Fla.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, of arrival at Key West and progress upon works at that place.

GULF SQUADRON,
U. S. Flagship *Estrella*, Key West, Fla., August 3, 1865.

SIR: I have the honor to inform the Department that I arrived at this port on the 1st instant. I have discharged all the workmen from the machine shop here (with the exception of the foreman, who is

temporarily detained for the transfer of the property) and offered passage North to such of them as desired to avail themselves of it.

The work of altering the storehouse and constructing the coal wharf is progressing satisfactorily under the able supervision of Acting Assistant Paymaster Philbrick. The speedy completion of the storehouse is very desirable, as the Department will then be released from the heavy rent demanded for the building now occupied as such.

After having disposed of the vessels here advantageously, I shall return to Pensacola, Mobile, and New Orleans.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the sending of the U. S. steamers Trefoil and Yucca for the removal of the wreck of the U. S. S. San Jacinto.

GULF SQUADRON,
U. S. Flagship Estrella, off Key West, August 4, 1865.

SIR: I have the honor to inform the Department that yesterday evening I dispatched the U. S. steamers *Trefoil* and *Yucca* to No Name Key, [Fla.], [No Name Cay, Abaco Island?], the *Trefoil* to take on board all material remaining on the key from the wreck of the *San Jacinto* and proceed thence to Boston; the *Yucca* to receive on board for passage here the agent of the salvors and all papers necessary to settle the claims of the said salvors.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the departure of three vessels for the North.

GULF SQUADRON,
U. S. Flagship Estrella, off Key West, August 4, 1865.

SIR: I have the honor to inform the Department that the U. S. S. *Hibiscus*, Acting Volunteer Lieutenant W. L. Martine, sailed from this port this morning for New York. The *Spirea* will follow in a few days.

The *Fort Morgan* left at daylight direct for New York. The *Bermuda* came in to-day from Philadelphia.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the departure of vessels for the North.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, August 11, 1865.

SIR: I have the honor to report that during my absence at Key West the following vessels of this squadron arrived at Pensacola and, after landing their surplus stores, proceeded North:

Vessel.	Date.	Sailed for—
Metacomet.....	August 1	Philadelphia.
Penguin	August 3	Boston.
Augusta Dinsmore.....	August 5	New York.
Itasca.....	.....do	Philadelphia.
Bark Arthur.....	August 8	New York.

Since the departure of Fleet Lieutenant M. L. Johnson, condemned by medical survey, the *Estrella* has been commanded by Fleet Captain Commander Simpson.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the departure for the North of the U. S. S. Kittatinny, and preparation of other vessels.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, August 15, 1865.

SIR: I have the honor to inform the Department that the U. S. S. *Kittatinny* sailed from this port yesterday evening for New York.

The *Tritonia* is in dock at Mobile, and so soon as repaired sufficiently to undertake the voyage North, she will follow. The *Pink* will be ready to go North in a few days.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, requesting permission to retain the U. S. tug Glasgow under his command.

GULF SQUADRON,
U. S. Flagship Glasgow, Mobile Bay, August 19, 1865.

SIR: I respectfully request leave to detain the tug *Glasgow* in this squadron as a tender to the flag-steamer *Estrella*. The *Glasgow* had been fitted with accommodations for part of the staff before I assumed

command of this squadron, and is extremely useful for rapid movements in smooth and shallow waters, drawing but 6 feet and consuming 6½ tons in twenty-four hours' steaming, easily attaining 12 miles an hour under favorable circumstances.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from the Secretary of the Treasury to the Secretary of the Navy, requesting instructions regarding the recovery of vessels used as obstructions in Mobile Bay.

TREASURY DEPARTMENT, August 23, 1865.

SIR: The collector of customs at Mobile, Ala., advises me of the applications of persons "claiming to be owners, by Confederate purchase, to raise and take possession of the wrecks of vessels and machinery now obstructing the harbor of Mobile and its approaches."

These articles were probably sunken by the authorities of the so-called Confederate States, and should now be regarded as captured and surrendered property.

I have the honor to ask whether the Navy Department will take charge of the recovery of this property as needed for Navy use, or whether the agents of the Treasury Department shall be authorized to collect this with other captured property.

Respectfully,

HUGH McCULLOUGH,
Secretary of the Treasury.

HON. GIDEON WELLES,

Secretary of the Navy.

[Endorsement.]

It is respectfully suggested that the admiral commanding the Gulf Squadron be directed to have these wrecks raised, in behalf of the Navy Department.

JOHN LENTHALL.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the departure of the U. S. S. Pembina for Boston.

GULF SQUADRON,

U. S. Flagship Glasgow, off Mobile, August 30, 1865.

SIR: I have the honor to inform the Department that the U. S. S. *Pembina* sailed from Pensacola on the 22d instant, under the command of Lieutenant-Commander M. P. Jones, for the port of Boston.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report regarding expedition of the U. S. S. Mercedita to San Domingo, West Indies.

GULF SQUADRON,
U. S. Tug Glasgow, Mobile Bay, September 18, 1865.

SIR: In my dispatch No. 262, dated August 3, from Key West, I informed the Department that in consequence of a communication from Vice-Consul Thomas Savage, Havana, relating to the condition of things at San Domingo, I had dispatched the *Mercedita* to that port.

I now enclose a copy of the report of Lieutenant-Commander M. Haxtun of his mission, showing that there was no real necessity for his presence there.

I have ordered the *Mercedita* to proceed to New York.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

[Enclosure.]

U. S. S. MERCEDITA, 3D RATE,
Key West, August 26, 1865.

SIR: I have the honor to report that, in obedience to your orders of August 3, I left Key West on the morning of the 4th and anchored in the harbor of San Domingo on the 11th instant.

I immediately went ashore and communicated with the U. S. commercial agent, Mr. Jones.

I was met on the wharf and accompanied to his residence by Mr. Cazenove, an American gentleman who had diplomatic relations on the part of our Government with that of the Dominicans during the Administrations of Presidents Pierce and Buchanan.

Mr. Jones expressed himself delighted to see me and to see an American man-of-war, and he remarked what he had written to Savage—for God's sake send a man-of-war there, that he wanted more nationality.

Mr. Jones was in a very tremulous and disordered state; he talked in an incoherent and unconnected way and gave evidence of having been under the influence of liquor for some time.

He gave me no information, and he said nothing to establish the fact of there having been or there being any necessity for the presence of an American man-of-war in the island of San Domingo. At about the time of the evacuation of the island, last month, an English and French man-of-war visited that port, and the representatives of those powers were evidently waiting for the reorganization of the Dominican Government to extend and maintain their influence.

I was assured that before and since Mr. Jones wrote the letter calling for a man-of-war, a copy of portions of which you enclosed to me, everything has been perfectly quiet and orderly and there have been no indications of any disturbance whatever.

On the departure from the island early in July, General Gandara, commanding the Spanish forces, issued a proclamation announcing that the blockade of all the ports and coasts of the Dominican territory should continue.

I saw no Spanish man-of-war on the southern coast of San Domingo, and I was assured by Mr. Cazenove and others that no effort had been made by the Spaniards to maintain the blockade of any port.

The country is politically in an unsettled state; there is a provincial President and Congress, and a revolutionary movement had taken place against them in and about the city of San Domingo, but it was probable that ere long an election for a President and a Congress would be ordered throughout the country, and the Government would then proceed in the regular channels as before the Spanish invasion.

I left the harbor of San Domingo on the 14th instant, and on the 15th, finding our ability to reach Key West with the existing stock of coal contingent on the continuance of smooth weather, I deemed it prudent to touch at Kingston, Jamaica, and obtain sufficient to insure making the passage.

I arrived there on the morning of the 17th, obtained 20 tons of Welsh coal at the moderate price of \$10 per ton, left on the 21st, and anchored here this forenoon.

Very respectfully, your obedient servant,

M. HAXTUN,
Lieutenant-Commander.

Acting Rear-Admiral H. K. THATCHER,
Commanding Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, transmitting report regarding the loss of the U. S. S. Pink on Dauphin Island.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, September 26, 1865.

SIR: I have the honor to enclose herewith a report of Acting Volunteer Lieutenant Samuel Belden, late commanding U. S. S. *Pink*, of the loss of that vessel on Dauphin Island on the 23d instant. Every effort will be made to save the property which can be reached, and a court of enquiry ordered to investigate the circumstances of the loss.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

[Enclosure.]

DAUPHIN ISLAND, *September 23, 1865.*

SIR: I have to report the probable loss of the U. S. S. *Pink* while on the passage from New Orleans to Mobile. I crossed the bar at Pass à l'Outre at 3:20 a. m. of the 22d instant, the [wind] blowing a

moderate breeze from the N. E.; during the forenoon the wind increased to a fresh gale, with an ugly cross sea, giving the vessel so much motion as to cause the compasses to swing at times eight or ten points.

At about 3:10 a. m. of the 23d, while steering in to make Sand Island light, using the lead frequently, and supposing the vessel to be to the eastward of Sand Island, she struck the bottom; the engine was immediately stopped and backed, but the high sea and strong wind prevented the possibility of backing her off, and she continued to drive up on the land.

At daylight, the weather being more moderate, I attempted to get her off by laying out an anchor; but after swamping a boat, thus letting the anchor go at too short a distance from the vessel to be of any service, and the surf getting heavier every moment, the wind at this time having veered to the S. E., I gave up the idea of getting her off with the means at my command and sent a gang of men with an officer on shore to erect a tent with the sails and awnings belonging to the vessel, employing the rest of the ship's company at getting provisions, water, and other necessary articles on shore, in order that in the event of being obliged to leave the vessel, we should have shelter and food on shore.

At about 6 p. m., the vessel having bilged and being half full of water, I ordered the officers and crew to get their effects on shore, and to go on shore themselves for the night, intending to return to the vessel to-morrow and save the movable portion of her equipment.

Everything on board may be removed as soon as the weather moderates, but there is no place on this part of the island where the things may be stowed, on account of the lowness of the land. I would very respectfully suggest that a vessel of some kind be sent into Mississippi Sound to receive such articles as may be removed.

I dispatched an officer to Fort Gaines this morning to communicate the news of the disaster to you, but he returned unsuccessful, there being no means of communicating with Mobile from Fort Gaines.

I have to speak in the highest terms of the conduct of the officers and crew of the vessel, of the manner in which they worked, and of their orderly conduct while endeavoring to get the vessel off and when leaving the vessel.

I shall remain by the vessel until the receipt of orders to the contrary from superior authority.

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

SAML. BELDEN,
Acting Volunteer Lieutenant.

Acting Rear-Admiral H. K. THATCHER, U. S. Navy,
Commanding Gulf Squadron.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the laying up of ironclads in the Mississippi River.

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, September 27, 1865.

SIR: I have the honor to inform the Department that the ironclads *Manhattan, Lafayette, Choctaw, Cincinnati, Tennessee, Kickapoo, Winnebago, and Chickasaw* are now laid up on the Algiers side of the Mississippi River, about one mile below Slaughter House Point.

A copy of a detailed report of Acting Volunteer Lieutenant-Commander William Hamilton, the officer in charge of ironclads, has been forwarded to the Bureau of Construction and Repair, with a dispatch in which its attention was called to the suggestions of that officer.

A copy of the report by Acting Chief Engineer William Roberts, superintending engineer of ironclads, has also been forwarded to the Bureau of Steam Engineering.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, giving list of vessels comprising the Gulf Squadron under his command.

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, October 10, 1865.

SIR: I have the honor to acknowledge the receipt, on the 6th instant, of the Department's dispatch of the 9th ultimo, advising me that the semimonthly report of vessels composing the squadron has not been received for some time past and that the names of the twelve vessels to be retained have not yet been furnished to the Department, etc.

The semimonthly reports referred to were discontinued after I had received the Department's orders to reduce the squadron, inasmuch as most of the vessels were constantly changing their positions, preparatory to being sent North or engaged in removing stores and other property from Mobile and New Orleans to Pensacola. Every vessel, however, as soon as she left the squadron was reported to the Department.

The twelve vessels retained from the East and West Gulf squadrons to constitute the present Gulf Squadron, are as follows: *

The Department will perceive that in this entire list there is no vessel fit to be used as a flagship for a cruise at sea, particularly in the winter season, none of them, except the *Estrella*, having accommodations for myself and staff, and the *Estrella* certainly is not adapted to this end. Of the above-named vessels I shall soon be able to dispense with the *M. A. Wood*, and in all probability the tug *Marigold*,

* See enclosure No. 1, table No. 1.

in which case I shall respectfully request the Department to send me two seagoing vessels in their place.

In addition to the twelve vessels above named, I have been authorized by the Department to retain permanently in the squadron four other vessels, viz, the schooner *Charlotte*, for the transportation of coal, and the side-wheel steamer *Cowslip*, as a dispatch boat between Pensacola, Mobile, and New Orleans, the side-wheel steamer *Glasgow* as a tender to the flagship, and the screw steamer *Yucca* as a dispatch boat between Havana and Pensacola. The names of these vessels and of their commanding officers are given in enclosure No. 2, table No. 2. The *Cowslip* having, as before reported to the Department, been sunk and raised, is not yet in running order, and the *Tritonia* is, therefore, used for the present in her place. As soon as the *Cowslip* is repaired, the *Tritonia* will either be sent North or disposed of here.

By the Department's dispatch of July 19 I was authorized to retain temporarily certain vessels needed for the safety of accumulated ammunition, etc., to wit, the *W. G. Anderson*, *Fearnot*, *J. C. Kuhn*, and *Pampero*. These vessels have been in constant use, but so soon as all the stores accumulated at New Orleans are removed therefrom they will be sent North. The list of these vessels temporarily retained, with the names of their commanding officers, is given in enclosure No. 3, table 3.

I have also received the authority of the Department, in its dispatch of August 2, to substitute one of the tugs of the squadron for the *Jasmine* heretofore used at the navy yard, to transfer the *Buckthorn* to the yard as an anchor hoy, and to keep the *Potomac* at Pensacola as a receiving ship. The *Jasmine* is still undergoing repairs at this yard, and the *Rose* has been substituted for her. (See enclosure No. 4, table No. 4.)

The tugs *Hollyhock* and *Narcissus* are ready for sale; the *Althea* will be so in a short time; the *Jasmine* when the repairs on her are completed; the *Tritonia* when the *Cowslip* is ready for service; the schooner *Sam Houston*, used heretofore as a pilot boat, as well as the surrendered rebel steamers *Baltic*, *Black Diamond*, *Morgan*, and *Nashville*. These surrendered vessels are of no use to the Government, and ought to be disposed of, and I am awaiting orders to that effect; none of them can go to sea. I have presented, in enclosure No. 5, table No. 5, a list of vessels either to be sent North or to be sold here. The market at New Orleans and Mobile is so overstocked, in consequence of the numerous army vessels ordered to be sold, that it would perhaps be advisable, if possible, to send the *Narcissus*, *Jasmine*, *Althea*, and *Tritonia* North.

All the ironclads have been laid up in ordinary at New Orleans except the *Osage*, which vessel will be ready in a short time to be towed to New Orleans or Pensacola, as the Department may direct. I have telegraphed to the Bureau of Construction on this subject. In my opinion she ought to go to New Orleans.

Enclosure No. 6, table No. 6, gives a list of the ironclads laid up and the names of the officers in charge.

The following vessels have been sold in this Department: The *Bloomer*, *Carrabasset*, *Corypheus*, *Elk*, *Fort Gaines*, *Glide*, *Ida*, *J. P. Jackson*, *Meteor*, *Nyanza*, *Selma*, *Stockdale*, and *Tallahatchie*. (See enclosure No. 7, table 7.)

The steam tug *Pink* is ashore on Dauphin Island and I am negotiating for wrecking her. The loss of this vessel has been reported to the Department.

Thirty-eight vessels, formerly of the West Gulf Squadron, have been sent North; their names are given in enclosure No. 8, table No. 8.

I desire now to call the attention of the Department to its order directing the reduction of my staff to fleet captain, fleet lieutenant, secretary, one acting ensign, and a clerk.

My fleet lieutenant, M. L. Johnson, went North in July last under medical survey, and thus losing his valuable services, I have been unable to dispense with the assistance of the two acting ensigns on my staff, Mr. [F. T.] Mason and Mr. [Adrian] Phillipps.

Mr. Mason's resignation has already been forwarded to the Department, and by the time the acceptance of it reaches me, I may be able to carry on the clerical duties of the squadron with my secretary, Acting Ensign Phillipps, and a clerk.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

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

[Enclosures.]

TABLE NO. 1.

List of the twelve vessels retained in the Gulf squadron, giving their names, class, guns, names of commanding officers, and their present station.

Name.	Class.	Guns.	Commanding officer.	Station.
Clematis.....	Screw tug	3	Acting Ensign P. Williams	New Orleans.
Chocura	Screw	4	Lieut. Comdr. A. R. Yates.....	Pensacola.
Estrella	Side-wheel	3	Commander E. Simpson.....	Do.
Grand Gulf.....	Screw	11	Lieutenant F. Rodgers (temporary)	New Orleans.
Mahaska	Side-wheel	8	Lieut. Comdr. C. H. Cushman.....	Apalachicola.
Marla A. Wood.....	Schooner.....	3	Actg. Ensign J. D. Moore.....	Pensacola.
Marigold	Screw tug	2	Actg. Master and Pilot C. P. Williams	Key West.
Muscoota	Side-wheel	10	Commander G. M. Ransom.....	Do.
Paul Jones	Side-wheel	7	Lieut. Comdr. J. Madigan.....	Mobile Bay.
Port Royal	Side-wheel	8	Lieut. Comdr. B. Gherardi.....	Galveston.
Sagamore	Screw	4	Lieut. Comdr. G. E. Fleming.....	Tampa.
Tallapoosa	Side-wheel	10	Lieut. Comdr. S. Magaw.....	Galveston.

TABLE NO. 2.

List of the four vessels allowed by special orders of the Department to be retained permanently in the squadron in addition to the original twelve, giving their names, class, guns, names of the commanding officers, and their present duty.

Name.	Class.	Guns.	Commanding officer.	Station and duty.
Charlotte.....	Schooner.....	.....	Mate A. Whiting	Pensacola, used for transportation of coal.
Cowslip	Side-wheel	3	Actg. Ensign F. Ellms.	Pensacola, under repairs, to be used as dispatch boat.
Glasgow.....	Side-wheel	2	Actg. Vol. Lieut. N. M. Dyer.	Pensacola, tender to flagship.
Yucca	Screw	2	Actg. Master H. C. Wade.	Key West, dispatch steamer.

TABLE No. 3.

List of sailing vessels allowed by the Department to be temporarily retained for the transportation of stores, etc., from New Orleans to Pensacola.

Name.	Commanding officer.	Present station.
Anderson, W. G.....	Acting Master E. B. Hussey.....	New Orleans, after-stores.
Fearnot	Acting Master John Ross.....	Pensacola, with powder.
J. C. Kuhn.....	Acting Master G. F. Wilkins.....	Pensacola, ordnance stores.
Pampero.....	Acting Master O. Colburn.....	Pensacola, with stores.

TABLE No. 4.

List of vessels to be attached to the Pensacola navy yard by special orders of the Department.

Name.	Commanding officer.	Duty.
Buckthorn.....	Acting Ensign J. H. Wainwright.....	Screw tug, anchor hoy.
Potomac.....	Commander A. Gibson.....	Receiving ship.
Rose.....	Acting Ensign W. D. Maddocks.....	Screw tug, substituted for tug Jasmine.

TABLE No. 5.

List of vessels yet to be sold or sent North.

Name.	Class.	Commanding officer.	Present station.
Althea.....	Screw tug.....	.....	Mobile, repairing.
Anderson, W. G.....	Sailing vessel.....	Acting Master E. B. Hussey..	New Orleans, for stores.
Baltic.....	Surrendered rebel steamer.	Acting Ensign L. R. Vance..	Mobile.
Black Diamond ..	Surrendered rebel steamer.	Acting Ensign F. R. Inschke.	Do.
Fearnot.....	Sailing vessel.....	Acting Master J. Ross.....	Pensacola, with powder.
Hollyhock.....	Side-wheel tug.....	Pilot B. Tarbell.....	New Orleans.
J. C. Kuhn.....	Sailing vessel.....	Acting Master G. F. Wilkins..	Pensacola, with stores.
Jasmine.....	Screw tug.....	.....	Pensacola, repairing.
Morgan.....	Steamer surren-dered.	Acting Ensign T. J. Werner..	Mobile.
Nashville.....	Steamer surren-dered.	Mate G. A. Pynne.....	Aground above Mobile.
Narcissus.....	Screw tug.....	Acting Ensign I. S. Bradbury.	Pensacola.
Pampero.....	Sailing vessel.....	Acting Master O. Colburn....	Do.
Sam Houston.....	Schooner.....	Actg. Vol. Lieut. M. Freeman.	Mobile Bay.
Tritonia.....	Side-wheel.....	Acting Master W. M. Stannard	New Orleans.

TABLE No. 6.

List of ironclads laid up at New Orleans under special charge of Acting Volunteer Lieutenant-Commander William Hamilton.

Name.	Officer in charge.
Choctaw.....	Acting Third Assistant Engineer A. Higgins.
Chickasaw.....	Acting Third Assistant Engineer H. Duckworth.
Cincinnati.....	Acting Master J. R. Williams.
Kickapoo.....	Acting Ensign J. W. Chandler.
Lafayette.....	Acting Ensign Paul Morgan.
Manhattan.....	Acting Ensign W. F. Loan.
Tennessee.....	Acting Third Assistant Engineer W. J. Mack.
Winnebago.....	Acting Third Assistant Engineer W. D. Hyde.

NOTE.—A list of officers still attached to these vessels accompanied my dispatch No. 317. The *Osage* will, in a short time, be ready to be towed to New Orleans.

TABLE NO. 7.

List of vessels of the squadron sold in this department.

Name.	Class.	Where sold.
Bloomer	Steamer	Wreck, Pensacola.
Carrabasset	Tinclad steamer	New Orleans.
Corypheus	Schooner	Mobile.
Elk	Tinclad steamer	New Orleans.
Fort Gaines	Steamer	Do.
Glide	Tinclad steamer	Do.
Ida	Screw tug	Wreck, Mobile.
J. P. Jackson	Side-wheel steamer	New Orleans.
Meteor	Tinclad steamer	Do.
Nyanza	Tinclad steamer	Do.
Selma	Captured steamer	Do.
Stockdale	Tinclad steamer	Do.
Tallahatchie	Tinclad steamer	Do.

TABLE NO. 8.

List of vessels, formerly part of the West Gulf Squadron, sent North in consequence of orders to reduce the squadron.

Name.	Class.	Name.	Class.
Albatross	Steamer	New London	Steamer.
Antona	Steamer	Octorara	Steamer.
Aroostook	Steamer	Onelda	Steamer.
Arthur	Sailing vessel	Ossipee	Steamer.
Bohio	Sailing vessel	Owasco	Steamer.
Cayuga	Steamer	Pembina	Steamer.
Cornubia	Steamer	Penguin	Steamer.
Dinsmore, A	Steamer	Penobscot	Steamer.
Fort Jackson	Steamer	Pinola	Steamer.
Genesee	Steamer	Pocahontas	Steamer.
Gertrude	Steamer	Portsmouth	Sailing vessel.
Itasca	Steamer	Princess Royal	Steamer.
Kanawha	Steamer	Richmond	Steamer.
Katahdin	Steamer	Sciota	Steamer.
Kennebec	Steamer	Sebago	Steamer.
Kittatinny	Sailing vessel	Seminole	Steamer.
Lackawanna	Steamer	Trefoll	Steamer.
Mercedita	Steamer	Virginia	Steamer.
Metacomet	Steamer	Vincennes	Sailing vessel.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the removal of the naval headquarters to the Reading Press and other changes at New Orleans.

No. 330.]

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, October 11, 1865.

SIR: I have the honor to inform the Department that on the 30th ultimo the naval headquarters at New Orleans were removed to the Reading Press and Doctor Mercer's house turned over to his agent, Mr. Duncan; that Assistant Paymaster (late acting fleet paymaster) W. C. Cook has vacated his office in Canal street and moved to the Reading Press; that all employés of the carpenter's department have been discharged, and that the hospital at New Orleans has been broken up and the building delivered to the proper authorities.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Thatchcr, U. S. Navy, transmitting papers in the matter of the sale of the steamer Ewing, at Pensacola.

No. 364.]

GULF SQUADRON,

U. S. Flagship Estrella, Pensacola Bay, November 13, 1865.

SIR: I have the honor to forward herewith a copy of a letter (marked No. 1), addressed to me by Commander J. F. Armstrong, commandant of the Pensacola navy yard, submitting to me copies of letters, affidavits,* etc. (marked No. 2), from Colonel Woodman, commanding Subdistrict West Florida, relative to the sale of the steamer *Ewing*, at Pensacola, abandoned by the so-called Confederate Government.

I had no previous knowledge of the case until these papers were submitted to me, by which it would seem that the special agent of the Treasury Department had sold at auction, for a merely nominal price, an abandoned wrecked steamer worth at least over \$1,000.

The papers are submitted for such action, if any, which the Department may choose to take.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

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

[Enclosures.]

COMMANDANT'S OFFICE, NAVY YARD,
Pensacola, November 8, 1865.

ADMIRAL: I submit the copies of letters received on the 6th instant from Colonel Woodman, commanding Subdistrict West Florida, relative to the sale of the steamer *Ewing*, at Pensacola, abandoned by the so-called Confederate Government. I have informed Colonel Woodman that I have submitted the papers to you.

Very respectfully, your obedient servant,

J. F. ARMSTRONG,
Commander, Commanding.

Acting Rear-Admiral HENRY K. THATCHER,
Commanding Gulf Squadron, Pensacola Bay.

HEADQUARTERS SUBDISTRICT OF WEST FLORIDA,
Barrancas, November 6, 1865.

CAPTAIN: I have the honor to transmit herewith, for your consideration, copies of affidavits concerning the wreck of the steamer *Ewing*, abandoned by the so-called Confederate Navy.

The boiler has been raised from the wreck and placed on Moreno's wharf, Pensacola, an unsafe place for it, under existing circumstances.

* Not necessary to publish.

I would respectfully request to be informed if you intend to take any action in the case.

Very respectfully, your obedient servant,

E. W. WOODMAN,

Colonel Second Maine Cavalry, Commanding.

Captain JAS. F. ARMSTRONG,

Commandant Navy Yard, Pensacola.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the disposition of Confederate naval material in localities on the Apalachicola River.

GULF SQUADRON,

U. S. Flagship Estrella, off Pensacola, Fla., November 20, 1865.

SIR: In conformity to the orders of the Department, under date September 8, 1865, I directed Lieutenant-Commander C. H. Cushman to visit the localities on the Apalachicola River and its branches where rebel naval property was said to be deposited, and in conjunction with Mr. J. H. Alexander, the special Treasury agent, endeavor to secure for the benefit of the United States all property which had been claimed by the rebel naval authorities. Lieutenant-Commander Cushman, having performed this duty, has returned and made his report to the effect that at Eufaula Mr. Alexander had no property whatever to turn over to him. At Macon Mr. Alexander presented him to Mr. J. H. Warner, late a chief engineer in the rebel Navy, and informed Lieutenant-Commander Cushman that he had constituted Mr. Warner as his subagent to turn over the property; an examination showed that there was a quantity of blocks, hawsers, copper, sheet and pig iron, steel, composition, spikes, sheathing nails, light-house property, and two guns; in all probably ten or twelve carloads, all mingled with army property, from which it must be selected. Lieutenant-Commander Cushman met here an officer detailed by the commander of the Atlantic Squadron on the same errand, but it would be impracticable to transport this property to any seaport other than Apalachicola. The military authorities have charge of these articles until the river rises sufficiently to admit of their transportation to the coast. At Columbus was found a number of cylinders for marine engine boilers, high and low pressure, shafting, screw propellers, portions of a rolling mill, and other machinery, a large quantity of scrap iron, a locomotive and tender, six guns of different calibers, and a miscellaneous collection of broken rails, gun planks, etc., in different parts of the town and in no one's custody, though the military commander at Columbus had placed over it a nominal guard, but it did not appear that it had ever been taken possession of by Mr. Alexander or any other Treasury agent; it was therefore necessary to begin with this property by assorting, boxing, and preparing it for shipment with proper invoices. A guard has been placed over it as naval property, and Mr. Warner has been authorized to prepare it for shipment, but there is a quantity of old material which I respectfully suggest should be sold to the best advantage for benefit of the Navy. It is believed that other naval property will be discovered at Eufaula. Twelve miles below Columbus, at the race

pass, is the wreck of the *Chattahoochee*, rebel gunboat. Her machinery under water, she has been burned as far as possible; it is probable that her hull could be raised at a low stage of water. Some parts of her machinery have been stolen. The other wreck, gunboat *Jackson*, lays 32 miles below Columbus on a shoal, and badly burned amidships. Her guns, engines, and armor are in her bottom, partly melted by fire, and can only be made available as old iron. I would therefore respectfully suggest that both these vessels be wrecked, guns excepted, on the best terms which can be made with responsible parties. At the next fall of the river I shall detail an officer to superintend the boxing, invoicing, and shipment to Apalachicola of all the property found which formerly belonged to the rebel Navy, and also to endeavor to discover other material said to be concealed. A moderate percentage, if tendered to informers, would probably bring to light other stolen property. The rolling-mill machinery referred to can be sold at auction, as it is reported imperfect, and its transportation would be expensive. A quantity of engineer's material, pipes, etc., about 4 tons, have already reached Apalachicola and will be transferred to the Pensacola navy yard, as the rate of storage at Apalachicola is very high. And such will be the disposition made of all the material saved, unless otherwise instructed by the Department.

I may add, in conclusion, that there must necessarily be considerable expense incurred in carrying out the orders of the Department, for which public bills will be drawn.

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

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, forwarding a return of vessels employed in the Gulf Squadron.

GULF SQUADRON,

U. S. Flagship Estrella, New Orleans, December 1, 1865.

SIR: I have the honor, in accordance with paragraph 299, to forward a return of the condition, distribution, and employment of the vessels of this squadron at the present date.

The names of the vessels really constituting the squadron, including therein the four additional vessels allowed by the Department, the class, number of guns, names of commanding officers, and their distribution are as follows:

WEST GULF BLOCKADING SQUADRON.

Name.	Class.	Guns.	Commanding officer.	Distribution.
Charlotte.....	Schooner.....	.....	Mate A. Whiting.....	Mobile with coal.
Chocura.....	Screw, G. B....	4	Lieut. Comdr. A. R. Yates..	Pensacola, repairing.
Clematis.....	Screw tug.....	3	Actg. Ensign P. Williams..	New Orleans.
Cowslip.....	Side-wheel....	3	Actg. Ensign F. Edlms.....	Dispatch boat between Pen- sacola and New Orleans.
Estrella.....	Side-wheel....	3	Comdr. E. Simpson.....	New Orleans.
Glasgow.....	Side-wheel....	3	Lieut. Comdr. C. [H.] Cush- man.	Lake Pontchartrain, tender.
Mahaska.....	Side-wheel....	8	Actg. Vol. Lieut. N. M. Dyer.	Apalachicola.
M. A. Wood.....	Schooner.....	.....	Actg. Ensign J. D. Moore...	Pensacola, going to Tampa for coal.
Marigold.....	Screw tug.....	2	Actg. Mast. C. P. Williams..	Key West, ordered North
Muscoota.....	Side-wheel....	10	Comdr. J. C. Williamson...	Key West.
Paul Jones.....	Side-wheel....	7	Lieut. Comdr. J. Madigan..	Mobile Bay.
Port Royal.....	Side-wheel....	8	Lieut. Comdr. B. Gherardi..	New Orleans.
Sagamore.....	Screw, G. B....	4	Lieut. Comdr. C. E. Fleming.	Tampa Bay.
Tallapoosa.....	Side-wheel....	10	Lieut. Comdr. S. Magaw....	Galveston.
Tioga.....	Side-wheel....	8	Lieut. Comdr. W. D. Whit- ing.	Pensacola, repairing.
Yucca.....	Screw.....	2	Acting Master H. C. Wade..	Pensacola, dispatch boat be- tween Havana and Pensa- cola.

In all, sixteen vessels. The four additional vessels above referred to are the *Charlotte*, *Cowslip*, *Glasgow*, and *Yucca*, but orders have been sent to the senior officer off Key West to send the *Marigold* North, which will reduce the above to fifteen vessels.

In addition to the above, four sailing vessels are used temporarily for the transportation of stores of all kinds from the Reading Press, New Orleans, to be sent North when the work is completed, viz:

Name.	Commanding officer.	Distribution.
Anderson, W. G.....	Acting Master E. B. Hussey.....	New Orleans.
Fearnot.....	Acting Master John Ross.....	Pensacola.
J. C. Kuhn.....	Acting Master G. F. Wilkins.....	Do.
Pampero.....	Acting Master O. Colburn.....	Now between Pensacola and New Or- leans.

I refer the Department to my dispatch No. 378 in answer to its order of the 11th of November, to send these vessels North.

The screw tugs *Jasmine*, *Narcissus*, and *Althea* and the side-wheel steamer *Tritonia* are ready to be sent North when the weather will admit. I think the chance of selling any of these vessels here at present very doubtful.

The surrendered rebel steamers *Baltic*, *Black Diamond*, *Morgan*, and *Nashville* have not yet been disposed of. I trust that I shall get rid of them soon; also of the *Sam Houston*, pilot boat.

The ironclads are all laid up in ordinary under charge of Lieutenant-Commander G. H. Perkins.

By the orders of the Department the screw tug *Buckthorn*, Acting Ensign J. H. Wainwright, and screw tug *Rose*, Acting Master W. D. Maddocks, are attached to the Pensacola navy yard. I am at a loss to state the true position of the *Potomac*, whether she is under the orders of the commandant of the yard as a receiving ship or whether she is under my command as a storeship.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral.

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

Letter from the Secretary of the Navy to the Secretary of the Treasury, regarding the disposition of Clyde-built blockade runners lying in the Tombigbee River.

NAVY DEPARTMENT, *December 5, 1865.*

SIR: I have the honor to acknowledge the receipt of your communication of the 29th ultimo, in relation to the three Clyde-built steamers, now lying in the Tombigbee River, that were used in running the blockade, and to inform you that Acting Rear-Admiral Thatcher has been instructed to take possession of them, remove them to Mobile, and report fully as to their condition, qualities, value, etc.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. H. McCULLOCH,
Secretary of the Treasury.

Report of Acting Rear-Admiral Thatcher, U. S. Navy, acknowledging Department's orders for transfer of the Gulf Squadron to Commodore Winslow, U. S. Navy.

GULF SQUADRON,
U. S. Flagship Estrella, Pensacola Bay, December 28, 1865.

SIR: I have the honor to acknowledge the receipt on the 26th instant of the Department's dispatch of the 5th instant, informing me that Commodore John A. Winslow had been ordered to take passage from New York to New Orleans, so as to reach the latter place by the 1st of January next, and directing me on his arrival to transfer to him the command of the Gulf Squadron, after which to return as soon as practicable to New York, reporting by letter to the Department, when orders will be issued to me for the command of the navy yard at Mare Island, Cal.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, forwarding a return of vessels employed in the Gulf Squadron.

GULF SQUADRON,
Flagship Estrella, Pensacola Bay, December 31, 1865.

SIR: I have the honor, in accordance with paragraph 299, to forward the monthly return of the condition, distribution, and employment of the vessels of this squadron at the present date.

The names of the vessels, the class, number of guns, names of commanding officers, and their distribution are as follows:

Name.	Class.	Guns.	Commanding officer.	Distribution and employment.
Charlotte.....	Schooner.....	.....	Mate A. Whiting.....	Apalachicola for coal.
Chocura.....	Screw.....	4	Lieut. Comdr. A. R. Yates...	Pensacola, under repairs.
Clematis.....	Screw tug.....	3	Actg. Ensign P. Williams...	New Orleans.
Cowslip.....	Side-wheel.....	3	Actg. Ensign F. Ellms.....	Dispatch boat between Pensacola and New Orleans.
Estrella.....	Side-wheel.....	3	Comdr. E. Simpson.....	Pensacola, flagship.
Glasgow.....	Side-wheel.....	3	Actg. Vol. Lieut. N. M. Dyer.	At New Orleans for Comdr. Wilson.
Mahaska.....	Side-wheel.....	8	Lieut. Comdr. C. [H.] Cushman.	Apalachicola.
M. A. Wood.....	Schooner.....	.....	Actg. Ensign J. D. Moore....	Pensacola, to go North soon.
Muscoota.....	Side-wheel.....	10	Comdr. T. Pattison.....	Key West.
Paul Jones.....	Side-wheel.....	7	Comdr. J. Madigan.....	Mobile Bay.
Port Royal.....	Side-wheel.....	7	Lieut. Comdr. B. Gherardi..	New Orleans.
Potomac.....	Sailing vessel.	24	Comdr. A. Gibson.....	Receiving ship.
Sagamore.....	Screw.....	4	Lieut. Comdr. C. E. Fleming	Tampa Bay.
Tallapoosa.....	Side-wheel.....	10	Lieut. Comdr. S. Magaw.....	Galveston.
Tioga.....	Side-wheel.....	8	Lieut. Comdr. W. D. Whiting	Galveston, with orders to visit the Rio Grande.
Yucca.....	Screw.....	2	Actg. Master H. C. Wade....	At sea, returning to Pensacola from Havana.

The tug *Marigold*, which appears in the return of December 1 (No. 382), is omitted. Orders to dispatch her North have been received by the commanding officer at Key West and have, I presume, been complied with.

The sailing vessels *W. G. Anderson*, Acting Master E. B. Hussey, commanding, and *Pampero*, Acting Master O. Colburn, commanding, are both at New Orleans, loading with stores of all kinds from the Reading Press, and are to proceed North when this operation is concluded.

The sailing vessels *Fearnot*, Acting Master John Ross, commanding, and *Kuhn*, Acting Master G. F. Wilkins, commanding, are at Pensacola; the former waiting for her fore and main masts, not yet completed; the *Kuhn* loading with ordnance stores under instructions from the Bureau of Ordnance to the commandant of the yard. It is reported that she will be ready to proceed North in two weeks.

The screw tugs *Narcissus* and *Althea* will leave for the North probably to-morrow, as reported in my dispatch No. 412, the former commanded by Acting Ensign I. S. Bradbury, the latter by Acting Ensign W. F. Kilgore.

The tug *Jasmine* is reported as leaking badly; it will be necessary to dock her. The *Tritonia* is now at Mobile, and I am endeavoring to sell her; failing in that she will, on her return, be sent North.

The surrendered rebel steamers *Baltic*, *Black Diamond*, and *Morgan* have been sold; the particulars will be given in another dispatch. The *Nashville* is still aground and undisposed of. The schooner *Sam Houston* I have not yet been able to sell.

The ironclads are laid up in ordinary at New Orleans under charge of Lieutenant-Commander Perkins.

The screw tugs *Buckthorn*, Acting Ensign J. H. Wainwright, commanding, and *Rose*, Acting Master W. D. Maddocks, command-

ing, are attached to the Pensacola navy yard, in accordance with orders from the Navy Department.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Gulf Squadron.

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

Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding the steamers Mary, Red Gauntlet, and Virgin.

No. 8.]

GULF SQUADRON,
Flagship Estrella, Pensacola Bay, January 8, 1866.

SIR: I have the honor to acknowledge the receipt of the Department's dispatch of the 5th ultimo, in relation to the three Clyde-built steamers, viz, the *Mary, Red Gauntlet, and Virgin*, that were used in running the blockade, now lying in Tombigbee River at a point above Gainesville, and directing me to take possession of them and report to the Department fully their condition and qualities, with an appraisal of their present value.

With regard to these vessels I have respectfully to state that on the surrender of the rebel Navy, under command of Commodore Farrand, to me, I was informed by that officer that these blockade runners were never used or claimed by the rebel naval authorities, but that they were purchased and used by the rebel Army, and that he had no authority over them, and the same was the case with the *Heroine*, another of the same class, which the army at Mobile used as a picket boat at the time of the surrender, and which vessel was surrendered to General Canby and used by him for army purposes. The three named in the Department's dispatch were also surrendered by the rebel general, Taylor, to General Canby, otherwise I should have taken possession of them with the rebel naval vessels under Farrand. They are now at a point on the Tombigbee above the so-called shoals, where they were taken at a high stage of water, and can not be brought to Mobile until the river rises several feet more.

On receiving the Department's dispatch, I immediately opened a correspondence with Major-General Woods, commanding district of Alabama (see enclosure No. 1), in relation to the custody of these vessels. To-day my letter was returned with an endorsement by General Woods (see copy of endorsement on enclosure No. 1) to the effect that these vessels, under orders from General Thomas, had been transferred to the collector of customs, Mobile, but that now, under Executive order, November 11, a copy of which is enclosed (marked No. 2), they come under the jurisdiction of the commissioners of abandoned lands, etc. I also received to-day a letter from Mr. Montague, the collector of the port at Mobile (copy enclosed marked No. 3), informing me that he had been ordered by telegram from the Secretary of the Treasury to turn over these steamers to the author-

ized officer of the Navy Department, on payment to him of any expenses incurred.

An officer of good judgment and discretion will be immediately dispatched to the locality of the three steamers, to report upon their present condition and efficiency, and on receiving his report it will be at once forwarded to the Department. It will be perceived by the Department that there will be expenses on these vessels as stated by Mr. Montague, and I respectfully request authority to pay any reasonable public bills charged against these vessels, which may be proved to be justly due the Department, of which Mr. Montague is the representative.

The steamers, if delivered up by Mr. Montague, will be placed in custody of a naval officer, who will be held responsible for their safety until they can be removed to Pensacola, and inventories of their contents will be required from him.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Commanding Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Master Stannard, U. S. Navy, regarding expedition in the Tombigbee River, Alabama.

U. S. S. TRITONIA,

Mobile, Ala., January 31, 1866.

SIR: I respectfully submit the following report of the expedition up the Tombigbee River in search of a steamer and cotton captured by guerrillas.

Agreeable to your orders of the 28th instant, I reported to General Woods, commanding military forces at Mobile, and delivered to him your orders, placing the *Tritonia* (under my command) at his disposal, for the purpose of transporting troops up the river, and from him received instructions to be ready at 9 o'clock a. m., 29th instant, at which time I received on board a company of infantry under command of Captain [Edward K.] Blackburn, and steamed up the river.

At 3 p. m. found the steamer *Belfast* made fast to the bank; went alongside and ascertained she had been robbed of almost all her cargo, which consisted of 594 bales of cotton. Proceeded on up, and soon found the steamer *Meringo* loading cotton, which had been stolen from the *Belfast* by guerrillas. Left a guard on her, and proceeded on up to Pain's wood yard (about 100 miles from Mobile up the Tombigbee), taking the *Belfast* along with us, to where a part of the cotton was taken from her the day before; here we found the cotton and captured five guerrillas. After the cotton had been loaded on the *Belfast*, started (in company with her) down the river, and arrived here this morning safely.

I am, very respectfully, your obedient servant,

WM. M. STANNARD,

Acting Master, Commanding.

Commander JOHN MADIGAN,

Commanding U. S. S. Paul Jones,

Senior Officer, Naval Forces, Mobile Bay, Alabama.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Letter from Brigadier-General Hawes, U. S. Army, to Captain Emmons, U. S. Navy, regarding parties sent out by flag of truce from Galveston.

HEADQUARTERS DEFENSES OF GALVESTON,
January 2, 1865.

CAPTAIN: I have the honor to acknowledge the receipt of your last communication of December 22, 1864, which related to the parties left in Galveston by our commissioner of exchange and whom I sent out under flag of truce.

These parties were a portion of the number who contemplated leaving the country by virtue of an understanding existing between the commissioners of the respective Governments, but, owing to their own negligence and delay, failed to reach the steamer before her departure.

It was represented to me that they had sent all of their effects out to the fleet and were left utterly destitute. In view of this fact, I consented to send them out under a flag of truce. This would have been done on the day after the exchange was effected, but for the severe wind prevailing at the time, which delayed their departure for twenty-four hours. My action in the matter was a simple act of charity. Indiscriminate departure from the country to your fleet without previous correspondence as to their true status is not permitted. I am equally disinclined to transmit applications from persons of this class and shall only do so when the case is represented as one of actual distress.

As I had the honor to state in a former letter, I am willing to pass out of the country by flag of truce, or receive by the same channel, any unfortunate noncombatants who are simply endeavoring to rejoin their natural protectors.

But I will not at any time, or under any circumstances, aid any persons in this manner who design retracing their journey.

Hoping the views herein expressed accord with your own,

I have the honor to remain, with much respect, your very obedient servant,

J. M. HAWES,
Brigadier-General, Commanding.

Captain GEO. F. EMMONS,
Comdg. Second Division West Gulf Blockading Squadron.

Letter from Major Curell, U. S. Army, to Commodore Palmer, U. S. Navy, regarding forwarding of packages to prisoners sent North.

OFFICE EXCHANGE OF PRISONERS,
Mobile, January 14, 1865.

SIR: I have the honor to enquire whether you will receive and forward to prisoners captured from us, and now confined at the North, packages of clothing, etc., which their relations here may desire to send them.

Your courtesy in forwarding packages to prisoners at New Orleans and on Ship Island is duly appreciated, and I trust that you will consent to extend that courtesy to those prisoners who are at the North.

I would respectfully ask for an early reply.

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

JAS. R. CURELL,
Major and Assistant Commissioner Exchange.

COMMANDING OFFICER OF THE UNITED STATES FLEET,
Off Mobile, Ala.

Letter from Major Curell, C. S. Army, to Commodore Palmer, U. S. Navy, regarding the forwarding of correspondence with Confederate prisoners at the North.

OFFICE EXCHANGE OF PRISONERS,
Mobile, January 18, 1865.

SIR: I have the honor to acknowledge receipt of your verbal message, transmitted to me by the commander of the C. S. transport *Waverly*.

My only object in effecting the arrangement which I made with the commander of the United States fleet in August last, for the transmission of letters and packages, was to facilitate correspondence between prisoners and their relatives, and to furnish those prisoners with some little relief in their confinement. Of course, it was intended that none but prisoners, on either side, should enjoy the benefits of this arrangement.

For a while, however, the officer in command of the upper fleet, without any special agreement, allowed letters to go through to and from parties not prisoners of war, thereby affording citizens on either side the same favor which has been allowed them for a long time by flag of truce on James River. As soon, however, as we were notified by the commander of the United States fleet that no more letters should be allowed to pass, unless they came from or were addressed to prisoners of war, orders were immediately issued here establishing the required limits upon correspondence by flag of truce.

It was certainly, therefore, with some surprise that the harsh message was received, notifying us that no letters would be taken by your fleet for prisoners, if any letters were sent down for others than prisoners of war.

If, by some clerical oversight, one such letter should find its way in the mail, it could be easily returned, without cessation of flag-of-truce correspondence, thereby depriving prisoners on both sides of the benefit of our arrangement, an arrangement of which the prisoners whom we hold have availed themselves fully as much as those whom you have the good fortune of holding in your hands.

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

JAS. R. CURELL,
Major and Assistant Commissioner of Exchange.

COMMANDER OF THE UNITED STATES FLEET,
Off Mobile, Ala.

[Endorsement.]

The message referred to was sent in consequence of the discovery of contraband letters being mixed in among those marked "prisoners' letters," and the evidence of a base act on the part of this individual or his assistants.

T. A. J.

Report of Major-General Maury, U. S. Army, regarding the conduct of the contractor of the torpedo boat Saint Patrick.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., January 26, 1865.

GENERAL: In accordance with instructions from the Navy Department, communicated to me by Commodore Farrand, that officer transferred to my command the torpedo-boat *Saint Patrick*, built on a contract with the Government by a man named Halligan. This boat was to have been ready for action in July last, and I hoped to use it against the enemy's fleet off Fort Morgan. I therefore caused every possible assistance to be given to Halligan in building her, and urged her early completion. It was not, however, till the month of — Halligan arrived here with the boat, and from his whole course I became convinced he had no real intention of attacking the enemy and that the only practical purpose the *Saint Patrick* was serving was to keep Halligan and her crew of six able-bodied men from doing military duty. I therefore had him supplied with every means to move against the enemy, and notified him that if he did not attack at once I would place an officer in charge of her who would. In the course of a few days I found it necessary to supersede Halligan, who then placed his affairs in the hands of a lawyer and procured from Richmond a transfer of his boat to the naval commander on this station. Impressed with the importance of using so formidable a vessel as this is said to be, I have continually and repeatedly urged Commodore Farrand to make Halligan attack or to place the boat in charge of one of the many clever young officers of the Navy or Army who have been pressing for the command of her. This, however, he did not do until, in consequence, I presume, of my official reports to higher authority, he was ordered to transfer the *Saint Patrick* to me. I immediately asked him to let me have Lieutenant Walker, of the Navy, to command her. And on placing that officer in charge of the vessel, now lying under the guns of the eastern shore, he found that Halligan had been absent from her for two weeks, and had taken off with him several essential parts of her machinery. After some search Halligan was found comfortably established in the Battle House, and Mr. Walker, by energetic and good management, has recovered from him the necessary machinery and thinks he can operate to-morrow night. I enclose a note written by me to Commodore Farrand some weeks ago. From the tenor of a letter of the honorable Secretary of the Navy to Commodore Farrand, I regret to perceive the impression has been made on his mind that a cordial desire to cooperate with each other may not exist here between the naval commander and the district commander. Our relations have always

been pleasant and our intercourse free, and I shall not permit any private feelings to interfere with the business before us. When I find the commodore disagrees with my views of what is required, I shall refer the matter to higher authority.

I am, general, your obedient servant,

DABNEY H. MAURY,
Major-General, Commanding.

[GENERAL S. COOPER.]

[Endorsement.]

ADJUTANT AND INSPECTOR-GENERAL'S OFFICE,
February 18, 1865.

Respectfully submitted to the Secretary of War.

The person complained of in the within communication, John P. Halligan, was exempted January 26, 1864, upon recommendation of the Secretary of the Navy and by direction of the President, until July 1, 1864, to construct a submarine torpedo boat. The exemption was at the expiration of said time extended while the boat should be bona fide engaged in operating against the enemy. General Maury represents Halligan as having prolonged the completion of his work with no object in view save to evade military duty. Every facility was afforded him to complete his work; he failed to avail himself of any of them. Upon application of General Maury he was removed, when he carried off several essential parts of the machinery. After some search these were recovered.

H. L. CLAY,
Assistant Adjutant-General.

Letter from Major-General Maury, C. S. Army, to Captain Moore, commanding Special Scouts, referring to appointment of peace commissioners.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., January 30, 1865.

CAPTAIN: We have been informed that it was the intention of the enemy to have evacuated Pascagoula yesterday for the purpose of effecting a lodgment at Portersville. Please arrange to give us the earliest information. This may be all a rumor, still it is well to be on the lookout.

I suppose you have heard of the appointment of Messrs. Stephens, Hunter, and Campbell commissioners to proceed to Washington to confer with the authorities there on the subject of peace. God grant they may succeed in bringing about an honorable peace. I am afraid our men will relax their energies in case of nonsuccess. We will, however, know in a few days what to expect. Either a peace or an interminable war is before us. Whichever it be, may God be with us. There is no news of interest from any other section.

Yours, truly,

GEO. G. GARNER.

Captain FRANK MOORE,
Commanding Special Scouts.

Report of Major-General Maury, C. S. Army, commending the conduct of Lieutenant Walker, C. S. Navy, appointed to command the torpedo boat Saint Patrick.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., February 3, 1865.

GENERAL: I have the honor to report that on the 24th ultimo Commodore Farrand, C. S. Navy, transferred to me the torpedo boat *Saint Patrick*, built by a man named Halligan under a contract with the Government. Halligan having shown himself deficient in nerve or capacity to attack the enemy, I removed him from command of the *Saint Patrick* and assigned to her Lieutenant Walker, C. S. Navy, a young officer of great gallantry and merit, whom Commodore Farrand kindly placed at my disposal. Mr. Walker diligently applied himself to preparation for immediate action, and, although Halligan had removed from the boat several essential parts of her machinery, he was enabled to recover them and get underway on the night of the 27th ultimo. At 1 a. m. he struck the enemy's flagship *Octorara* abaft the wheelhouse. The torpedo missed fire. The greatest consternation and confusion was occasioned on the ship, so that the fire of artillery and musketry, which was directed against the *Saint Patrick*, failed to strike her, and she returned with her crew to the protection of our batteries. Some portion of her machinery was damaged during the expedition, but Mr. Walker is confident that he will be ready to go out again by the next dark moon. I take pleasure in reporting to the War Department the fine conduct of Lieutenant Walker and in recommending him through you to the favorable notice of the Navy Department.

I remain, very respectfully, general, your obedient servant,
DABNEY H. MAURY,
Major-General, Commanding.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

[Telegram.]

MERIDIAN, Miss., February 4, 1865.

The navy at Mobile is a farce. Its vessels are continually tied up at the wharf; never in cooperation with the army. The payment of its expenses is a waste of money. I send by mail a communication, giving my reasons for these expressions.

R. TAYLOR,
Lieutenant-General.

His Excellency the PRESIDENT.

Letter from Major-General Maury, U. S. Army, to Captain Moore, commanding Special Scouts, regarding expected movements of the enemy.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., February 15, 1865.

CAPTAIN: The major-general commanding directs me to say he has reliable information that the enemy is now ready to move from New Orleans.

Very respectfully, your obedient servant,

GEO. G. GARNER,
Chief of Staff.

Captain FRANK MOORE,
Commanding Special Scouts, Fowl River.

Letter from Major-General Maury, U. S. Army, to Captain Moore, commanding Special Scouts, regarding provisions for destitute inhabitants of Pascagoula.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., February 18, 1865.

CAPTAIN: The major-general commanding directs me to inform you that he is in possession of your communication of yesterday's date, and in reply says, as follows:

In regard to the persons who have, or presumed to have, taken the oath, he desires that they should receive no molestation as long as they behave themselves properly and not be guilty of any suspicious act. When they are so committed, he expects them to be sent away beyond our lines. He desires you to be informed also that the necessary steps are being taken to send by wagon trains corn and other provisions to Pascagoula and by the Chickasawha River. The people of Pascagoula must provide and start some flat to be loaded with the same kind of provisions, both of which are destined to be distributed to the poor and destitute families of that neighborhood, and asks at your hands, if compatible with your duties, to give to it every assistance possible. This is allowed and approved by Lieutenant-General Taylor.

I remain, very respectfully, your obedient servant,

GEO. G. GARNER,
Chief of Staff.

Captain FRANK MOORE,
Commanding Scouts.

Order of Major-General Maury, C. S. Army, to Captain Moore, commanding Special Scouts, for the destruction of one of the enemy's boats.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., February 27, 1865.

CAPTAIN: The major-general commanding directs me to inform you that he desires you to do all [in] your power to destroy the enemy's boat, reported to be aground, and to assure you that he is ready at all times to render you every possible assistance.

I remain, very respectfully, your obedient servant,

GEO. G. GARNER,
Chief of Staff.

Captain FRANK MOORE,
Commanding Special Scouts, below Dog River.

Letter from Commander Jones, C. S. Navy, to Lieutenant-General Taylor, C. S. Army, requesting an opinion regarding the removal of Naval Gun Foundry and Ordnance Works from Selma, Ala.

NAVAL GUN FOUNDRY AND ORDNANCE WORKS,
Selma, [Ala.], March 15, 1865.

SIR: I am directed by the Secretary of the Navy to confer with you in regard to removing the machinery of these works. Our machinery is very heavy and there is a great deal of it. Under favorable circumstances it would require weeks to remove it, and it would be months before we could have it in operation elsewhere. I have sent off all the machinery not in use. Please inform me if you deem it best to remove and where to go. I would ask, if we are to remove, that all quartermasters have positive orders to transport our machinery without delay.

I am, very respectfully, your obedient servant,

CATESBY AP R. JONES,
Commandant, C. S. Navy.

Lieutenant-General R. TAYLOR,
Commanding Department, Meridian, [Miss.].

Letter from Major-General Magruder, C. S. Army, to Captain Sands, U. S. Navy, requesting transportation to New Orleans for peace commissioners.

HEADQUARTERS DISTRICT TEXAS, ETC.,
Houston, May 24, 1865.

SIR: The restoration of peace in this district is the object, and, I believe, will be the result of the commission I am sending through your courtesy to New Orleans. With the sincere view of facilitating this desirable end, I have the honor to propose an armistice between the naval forces on the coast and the troops under my command, to continue until the results of the conference are known, or until you

may receive instructions from the United States authorities in New Orleans.

Colonel Ashbel Smith, of the Confederate Army, and Mr. W. P. Ballinger, by whom this communication is sent, are the commissioners appointed by me to proceed to New Orleans, and are also authorized to arrange the terms of the armistice. They will take on board an officer or officers who will bear me your answer.

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

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Captain B. F. SANDS,
Commanding U. S. Fleet off Galveston.

Proclamation by Major-General Magruder, C. S. Army, of an armistice pending negotiations of peace commissioners at New Orleans.

HDQRS. DIST. OF TEXAS, NEW MEXICO, AND ARIZONA,
Houston, May 26, 1865.

To the people of Texas:

The commanding general of the district announces to the citizens of Texas that, at his request, Commander Sands, commanding U. S. fleet off Galveston, has permitted to pass to New Orleans two commissioners, Colonel Ashbel Smith, C. S. Army, and W. P. Ballinger, esq., for the purpose of opening negotiations with the proper authorities of the United States for the pacification of the State of Texas on the basis of the treaty of 1845, by which she was annexed to the United States, and that practically, though not formally, an armistice will exist between the blockading fleet and the garrison at Galveston until the result of these negotiations shall have been known, unless, in the meantime, Commander Sands shall receive other instructions. Through this commission, appointed with the concurrence of the able governor of the State, the views of his Excellency Governor Murrah (which he was prevented by illness from presenting at the recent meeting of the governors and General Smith at Marshall) will be communicated to the Federal Government, and it is believed that peace can be definitely concluded with the United States Government upon such terms as will insure it to be honorable and lasting. In the meantime it is absolutely necessary that the planters of each county, particularly those residing near the various railroads, shall send, without the least delay, provisions, especially corn and bacon, to Houston and Galveston, which places have been drained of their supplies in furnishing the troops in their recent retrograde movement, and which places now offer a profitable market. Four hundred bushels of corn and 2,000 pounds of bacon are required to be sent forthwith to Galveston for the supply of troops there until the commissioners shall have been heard from. The patriotic planters are once more earnestly called upon to furnish supplies to the garrison at Galveston, so as to enable the commanding general to make this last effort for the interest of the State of Texas.

J. B. MAGRUDER,
Major-General, Commanding.

Official circular of Major-General Magruder, U. S. Army, announcing the surrender of Confederate armies and property in the Trans-Mississippi Department to the Army of the United States.

HDQRS. DISTRICT TEXAS, NEW MEXICO, ETC.,
Galveston, June 2, 1865.

The commanding officers of subdistricts, posts, troops, and steamers, arsenals, factories, and all public establishments of the Confederate States in Texas are hereby officially notified that General E. K. Smith, commanding the Trans-Mississippi Department, has this day signed a convention with the United States authorities by which the armies and property of the Confederate States in the Trans-Mississippi Department have been surrendered to Major-General Canby, United States Army.

All officers are charged to protect property of every kind whatever, in which the Confederate States Government has any interest, and are reminded that they are bound by every consideration of honor to preserve the same, that it may be faithfully turned over to the United States authorities.

This circular is sent by a steamer of the United States Navy, which opportunity has been courteously afforded the major-general commanding the District of Texas, etc., by Commodore Sands, commanding blockade fleet off Galveston.

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Letter from Major-General Magruder, U. S. Army, to Captain Sands, U. S. Navy, requesting transportation to New Orleans.

HOUSTON, TEX., June 6, 1865.

COMMODORE: Whilst on board your ship the other day, General Smith and I were invited by General Davis (as you may remember) to proceed with him at once to New Orleans. Important duties then to be performed prevented my accepting that offer. I have now appointed commissioners and instituted measures necessary to carry out the provisions of the convention entered into by Generals Smith and Canby, and having nothing further to do am extremely anxious to proceed to New Orleans with such of my staff as may wish to accompany me, under the terms of the convention, to give my parole there.

I will now be very glad to avail myself of the means of transportation so courteously offered the other day.

This communication will be handed you by Captain Turner, of my staff, who is perfectly acquainted with my wishes, and who will have the honor to bring to me your reply.

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

J. BANKHEAD MAGRUDER,
Major-General, Commanding, etc.

Commodore B. F. SANDS,
Commanding U. S. Fleet off Galveston.

Letter from Major-General Magruder, C. S. Army, to Captain Sands, U. S. Navy, announcing his purpose to remain at Galveston to await development of affairs.

HDQRS. DISTRICT TEXAS, ETC.,
Galveston, June 8, 1865.

COMMODORE: I am requested by Major-General Magruder to express to you his sincere thanks for your kindness, and to say that as General Smith, commanding the Department, has declined to relieve him from command, he will await here the development of affairs.

With assurance of high regard, I am, commodore, your obedient servant,

EDMUND P. TURNER,
Assistant Adjutant-General.

Commodore B. F. SANDS,
Commanding Third Division Gulf Squadron.

P. S.—Several of the general's staff will be ready at 9 o'clock in the morning.

Very respectfully, your obedient servant,

EDMUND P. TURNER,
Assistant Adjutant-General.